

ADMINISTRATION REPORT

ON THE

RAILWAYS IN INDIA

FOR THE

Calendar year 1901

BY

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SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT, RAILWAYS.



Dated the 30th April 1902.

SIMLA:
PRINTED AT THE GOVERNMENT CENTRAL PRINTING OFFICE.

Agents for the sale of Books published by the Superintendent of Government Printing, India, Calcutta.

In London.

E. A. ARNOLD, 37, Bedford Street, Strand, W. C.

Messrs Constable & Co., 2, Whitehall Gardens, S. W.

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SUPERINTENDENT, AMERICAN BAPTIST MISSION PRESS, Rangoon.

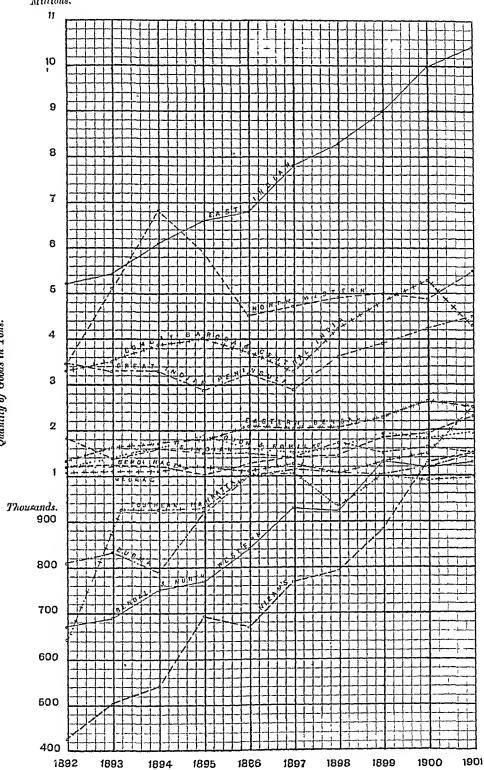
RAI SAHIB M. GULAB SINGH AND SONS, Musid-i-Am Press, Lahore.

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ON THE PRINCIPAL RAILWAY SYSTEMS IN INDIA.

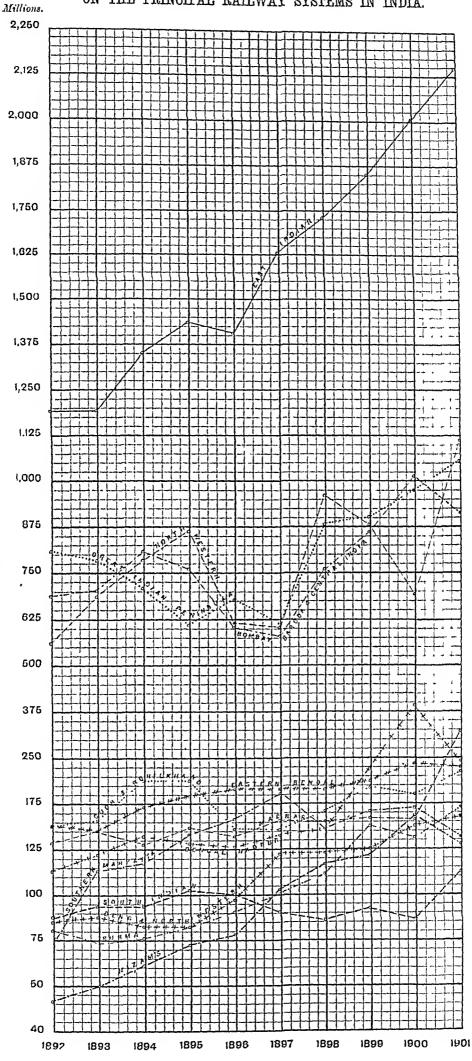


QUANTITY OF GOODS IN TONS CARRIED ON THE PRINCIPAL RAILWAY SYSTEMS IN INDIA. $_{\it Millions.}$





GOODS FREIGHT TON-MILEAGE ON THE PRINCIPAL RAILWAY SYSTEMS IN INDIA.



Goods Freight Ton-Milenge.

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PARTI

GENERAL REPORT.

It was recorded in the Railway Administration Report for 1900, that, for the General. first time since the commencement of railways in India over half a century ago, there was in that year a surplus to the State of revenue over expenditure amounting to nearly $8\frac{3}{4}$ lakhs of rupees. In the calendar year 1901, there has been a similarly satisfactory record, and the surplus to the State at the close of the year amounted to over 115 lakhs of rupees.

The good results obtained in 1900 were not wholly matter for congratulation, since the improvement in the revenue was largely due to the traffic created by the famine which ravaged so large a part of India. In 1901, however, there was no such scourge to swell the earnings of railways. Famine conditions, though still prevailing, were confined to a small area, and the large increase of business recorded was due almost entirely to the natural development of the railways.

2. The profit of over 115 lakhs of rupees has been arrived at by charging Financial results against Revenue not only the expenses incurred in actually working the open to the State. lines of railway including interest charges on their outlay, but also interest on the capital expenditure on lines under construction from which no revenue is obtained, and on the unexpended balances of the capital deposited by Companies, as well as the amount paid yearly, by means of sinking funds and annuities, for the redemption of the commuted capital of those railways which have been purchased by the State. Calculated on this basis the results for the last three calendar years are shown in the following table:

,	1899.	1900.	1901.
Revenue.	Rs.	Rs.	Rs.
State railways—Gross traffic carnings Guranteed Companies—Gross traffic earnings Subsidized 11 Repayment of advances of interest	20,68,82,768 6,33,60,199 4,23,202	24,01,24,915 4,79,09,158 3,23,046	27,82,42,003 2,74,25,599 4,61,226
Total revenue .	27,06,66,169	28,83,57,119	30,61,28,828
CHARGES AGAINST REVENUE. State railways.—Working expenses " " Interest" on total capital outlay in India and on debentures	10,13,16,951	11,87,97,703	13,41,56,175
discharged	4,22,63,678	4,39,11,915	4,49,54,370
,, Interest on debt incurred in, or created for, the purchase of railways	83,83,740 2,94,07,445	98,22,152 3,56,91,431	1,13,37,298 4,25,83,683
,, ,, Annuities in purchase of railways . { Redemption of capital	33,77,277	60,17,752	88,78,497
Interest chargeable against Companies on advances Interest on capital deposited by Companies	56,48,174 1,28,12,593	59,72,073 1,40,08,809	1,59,35,322
Guaranteed Companies.—Working expenses	3,29,97,754 43,44,230 7,26,013	2,47,72,576 30,16,780 2,68,754	1,28,86,207 18,11,890 —1,94,361
Subsidized , Land and subsidy	3,27,70,756 7,07,206	2,39,25,665 3,93,107	1,53,20,302 1,24,761
Miscellaneous railway expenditure	5,16,639	110,08,8	6,98,052
Total charges against Revenue .	27,52,72,456	28,74,84,728	29,45,87,630
Net loss—(or Gain +)	-46,06,287	+8,72,391	+1,15,41,198

^{*4} per cent. on capital outlay to the 31st March 1900, and 3\frac{3}{2} per cent. on outlay subsequent to that date, except on capital outlay on the East Indian railway from 1st July 1895, and on the loan of one crore from His Highness the Maharaja Holkar for the Holkar railway, on which interest is charged at 3\frac{1}{2} and 4\frac{1}{2} per cent., respectively.

Railways opened.

3. The net gain or loss shown in the foregoing table has been arrived at without excluding from the Annual Revenue Charges that portion of the Annuity payments which represents redemption of capital, and the figures do not, therefore, give the real result to the State of the working of the Railways. If this portion of the annuities, which actually represents instalments of the price which has to be paid for the Railways purchased from Companies, was excluded from the ordinary Revenue Charges, the result to the State of the working of the Railways would have been-

> In 1899 a loss of Rs. 12,29,010.

In 1900 a gain of ,, 68,90,143.
In 1901 a gain of ,, 2,04,19,695.
4. These results were coincident with an increase in the open mileage of 1,484 miles in 1899, 1,237 miles in 1900 and 576 miles in 1901, or a total addition to the railway system in the last three calendar years of 3,297 miles.

5. The expenditure side of the account is further heavily weighted by the terms of the contracts of the Guaranteed Railways. Under these contracts, payment of interest has to be made at a higher rate than is now necessary, and the calculation of the surplus profits has to be made at 22 pence to the rupee, while the current rate of exchange is nearer 16 pence. Until these contracts terminate, the State is unable to obtain any advantage from cheaper money, or from the improved credit of the country, or from a favourable exchange. There are, however, only two such contracts now remaining, vis., the Bombay, Baroda and Central India, and the Madras railways, which, are terminable on the 31st December 1905 and 1907, respectively.

Railways opened.

Railways opened.

During the year under review, 576 miles were added to the railway system App. 1, 2 and 3. of India, bringing the total mileage open at the close of the year up to 25,373 miles. Between the 1st of January and the 30th April 1902, 5 miles more were added, making the mileage open on the 1st of May 1902, 25,378 miles, of which 14,057 were on the 5'6" gauge, 10,511 on the metre or 3'38" gauge and 810 on narrower gauges. The steam tramways running outside municipal limits, referred to separately in paragraph 9 of the last report, are included in these figures, as they are now treated as "Light Railways."

Yearly additions lo mileage. App. 4.

7. The additions made year by year, from the date of opening, to the mileage under each railway administration, and during the Viceroyalty of each Governor General, are presented in Appendix 4.

8. The principal railways opened during 1901 were-

(a) The Peshawar-Jamrud railway on the 5' 6" gauge, 11 miles long, and the Nowshera-Durgai railway on the 2' 6" gauge, 40 miles long, which were constructed for military purposes to serve the Frontier cantonments of Peshawar and Nowshera;

(b) The Ludhiana-Dhuri-Jakhal railway on the 5' 6" gauge, which is 79 miles long and connects by a direct line Ludhiana on the North Western railway, Dhuri on the Rajpura-Bhatinda or Patiala State railway and

Jakhal on the Southern Punjab railway;

(c) The section from Lumding to Lakwa on the 3' 3\frac{3}{8}" gauge, 153 miles long, of the Assam-Bengal railway, which will eventually connect Upper Assam with the Southern and Western portions of the Province;

(d) The section from Dulmera to Suratgarh on the 3' 38" gauge, 72 miles long, of the Jodhpur-Bikaner railway, which will afford a direct route

between the railways in Northern India and Rajputana;

(e) A. extension of the Burma railways from Nawnghkio to Hsipaw on the $3'3\frac{3}{8}''$ gauge, 54 miles long, which will open out the country in the North Shan States.

Mileage to be constructed. App. 5.

9. Sanction was given during the year 1901 to the construction of 715 miles of railway, making up a total of 2,126 miles sanctioned and still to be constructed on the 31st December 1901. The principal lines sanctioned were-

14.01 on the 5' 6" gauge-62.40 ,, ,, 5' 6" ,, 94.67 ,, ,, 5' 6" ,, Lines in the Jherriah coal-fields (East Indian railway) Lines in the Jherriah coal-fields (Bengal-Nagpur railway) . Allahabad to Fyzabad (Oudh and Rohilkhand) Malakwal to the Karana hills-Jech-Doab (North Western railway) " Jubbulpore-Gondia extensions (Bengal-Nagpur railway) 252.67 ,, ,,

10. Of the new projects mentioned in last year's report, a Company has been floated for the construction of the Ahmedabad-Dholka railway (Bombay), 33 miles in length, on the 3' 3\frac{3}{3}" gauge, and construction operations have commenced on the Laksam-Noakhali (Bengal) railway, 35 miles in length, also on the 3' 3\frac{3}{3}" gauge, while the negotiations in regard to the following branch lines have been practically concluded:

	•										
		-								Miles.	
В	ezwada-Masulipatam (Mac	dras) .	•	•	•	•	•	•	•	50	
K	Turnool Road-Dhone-Kurn	ool (Madra	.s)	٠	•		•	•	•	32	
R	aichur-Wondalli (Hyderal	oad) .	•	•	•	•	•	•	•	43	
The	concessions which were	granted	for tl	he f	ollow	ing	lines	have	sino	ce lapsed	-: l
										Miles.	
В	hagalpur-Bausi-Baidyanat	h (Beṅgal)	•	•	•	•	•			69'	
C	handipur-Taķi (Bengal)		•		•	•	•		•	38	
Nego	tiations in regard to th	e followin	g hav	ve l	een i	n pr	ogres	s:	-		
,										Miles.	
Α	khaura-Bhairab Bazar (Be	ngal) .								19	
В	aran-Ajmer-Marwar (Rajj	putana)								213	
В	urdwan-Cutwa (Bengal)		•		•		•			34	
Н	ooghly-Cutwa-Ahmadpur-	Ondal (Be	ngal)				•			65	
Ju	ıllundur-Hoshiarpur (Punj	ab) .	•				•	•		24	
K	angra Valley (Punjab)	•								87	
T	ilagaon-Sylhet (Assam)		•						•	39	
	izianagram-Raipur with				(Mad	raș	and	Cent	ral		

Appendix 6 to show the gross earnings per mile per week of each railway from the mile per week. date of opening and the proportion of the working expenses to the gross earnings; and App. 6.

Appendix 7 shows the subsidies and rebates received by assisted lines under the railway.

Branch Line terms, and the time each line took in earning enough to be independent of App. 7. such assistance.

Railways surveyed.

- 12. The following surveys were completed during 1901:
 - (a) Assam-Bengal railway.—A branch line (3' 3\sqrt{3}" gauge), 35 miles long, from Laksam to Noakhali;
 - (b) Bengal and North-Western railway.—Lines from (1) Uska Bazar to Tulsipur with a branch to the foot of the hills, 68 miles; (2) Gorakhpur to Bagaha, 47 miles; and (3) Kopaganj to Dobri Ghat, 22 miles: total 137 miles; all on the 3' 3\frac{3}{8}" gauge;
 - (c) Bengal Doars railway.—A branch line (3' 33" gauge), 20 miles long, from Baura to Mathabhanga and thence to Kona Ghat;
 - (d) Bhavnagar-Gondal-Junagad-Porbandar railway.—Lines from Dhrangadhra to Mallia, 49 miles, and Jamnagar to Salaya, 35 miles, both on the 3' 3\frac{3}{5}" gauge;
 - (e) Eastern Bengal State railway.—Quadrupling of the line between Naihati and Ballygunge, 26 miles; and a line, 70 miles long, from Shibnibash (Kissenganj) to Magura with a branch from Kaliganj to Sulkaps via Jhanda; all on the 5' 6" gauge;
 - (f) East Indian railway.—Lines (1) 161 miles long, connecting Gya on the South Behar branch with Asansol; (2) 74 miles long, connecting Fatehpur with Markundi, with an alternative to Khaga or Manikpur, 60 miles long; and (3) 28 miles long, partially through the Jherriah coal-fields and about 4 miles east of Lohidi on the East Indian railway to Bujudih on the Bengal-Nagpur railway, to allow the latter railway access to the coal-fields; all on the 5' 6" gauge;

Capital.

- (g) Madras railway.—A line 12 miles long on the 3' 38" gauge, from Coonoor on the Nilgiri railway to Ootacamund;
- (h) North Western State railway.—Reconnaissance from Gojra to Samandri, 16 miles, on the 2'6" gauge, as a feeder to the Wazirabad-Lyallpur railway;
- (i) Oudh and Rohilkhand State railway.—A line 6.84 miles long, (5'6" gauge), connecting Dehra Dun on the Hardwar-Dehra branch with Rajpur; and
- (j) Southern Mahratta railway.—Lines from (1) Haspet to Kottur, 41 miles; (2) Bellary to Rayadrug, 34 miles; (3) Phirangipuram to Gurazala, 52 miles; (4) Bezwada to Masulipatam, 50 miles; and (5) Kurnool Road Station to Kurnool Town, 32 miles: total 209 miles; all on the 3'38" gauge.
- 13. The following surveys were sanctioned in 1901 and are still in progress:
 - (a) Bengal-Nagpur railway.—Bankura-Calcutta chord, 96 miles; and Gondia-Chanda with branch to Nagpur, 130 miles;
 - (b) Burma railways.—A line 120 miles long from Thazi to Taunggyi; a line 114 miles long from Pegu to Martaban and Moulmein; and a line 138 miles long from Pegu to Syriam and Dalla to Dedaye;
 - (c) East Indian railway.—Direct access to Agra city, 3 miles;
 - (d) Great Indian Peninsula railway.—A new entrance into Bombay from Sion station to Ballard pier, 9 miles; and a line 30 miles long from Warora to Chanda and on to Bellarpur;
 - (e) North Western railway.—A line from Quetta to Nushki, 100 miles; and the Lower Sind Extension, 297 miles; and
 - (f) Oudh and Rohilkhand railway.—Lines (1) 17 miles long, from Balamau or Bhagauli to Roodaman; (2) 15 miles long, from Hardoi to Sandee; and (3) 21 miles long, from Gajraula to Chandpur.

Capital.

Capital outlay.
App. 7 & 11.

14. The total expenditure borne against Capital, both on railways open and railways under construction, to the close of the calendar year 1900 was Rs. 3,43,33,97,389, which was made up as follows:

			MILEAGE.		CAPITAL OUTLAY.
		Open.	Under cons truction.	Total.	Rs.
Guaranteed railways		1,334.07	31.09	1,365.16	25,09,12,401
State lines worked by Companies		13,441*25	81.811,1	14,559.43	1,97,00,87,374
State lines worked by the State	•	5,125'32	192.26	5,317'88	81,45,07,947
Assisted Companies	•	2,350'25	б9'75	2,420'00	17,62,52,519
Native State lines		ვ,ი48:ნი	144.82	3,193.42	17,13,95,126
Lines in Foreign territory	•	73.61	•••	73.61	1,76,34,352
TOTAL OPEN LINES AND LINES PARTLY OPEN		25,373'10	1,556·40 569·78	26,929 ' 50 569 ' 78	3,40,07,89,719
		P		0-370	
GRAND TOTAL OUTLAY ON RAILWAYS		25,373'10	2,126.18	27,499,28	3,41,51,33,232
Unclassified expenditure, including surveys and collieries	•	***	•••	•••	1,82,64,157
GRAND TOTAL CAPITAL OUTLAY IN INDIA		***	•••	•••	3,43,33,97,389
				•	0, 10,00,5730°9

Sterling capital.
App. 8.

15. The total sterling capital raised by Companies and paid over to the Secretary of State up to the close of the calendar year 1901, and the amount subsequently

Capital:

withdrawn for expenditure by Companies during and up to the close of the calendar year 1901 were as follows:

			Amount raised up to 31st December 1901.	Amount withdrawn in 1901.	Amount withdrawn up to 31st December 1901.
			£	£	£
Guaranteed railways	•		22,421,819	685,704	22,509,108
State lines leased to Companies	٠,		31,520,565	1,559,109	35,999,104
· v				ومروسان ماروماردنااسماسا	
TOTAL	•	•	£53,942,384	2,244,813	58,508,212

16. The total budget allotment for the official year 1900-1901 was originally Budget Rs. 7,30,84,000, but was subsequently increased to Rs. 8,30,75,000. For the official year ments for capital 1901-02 it was Rs. 10,32,44,000, but this was afterwards reduced to Rs. 9,38,55,000, App. 9. owing to short outlay in England against the amounts placed at the disposal of the Secretary of State and some of the Railway Companies' Boards for purchase of rolling-stock, stores, etc., on account of the withdrawal of skilled labour in England by recruitment for the forces in South Africa; and as intimation of the failure to spend the money allotted was not received until December, it was not possible to do much towards utilisation of the surplus by increasing the expenditure in India.

17. The actual eapital expenditure during the calendar year 1901 on railways, for the financing of which the State is responsible, amounted, however, for the cause ture in 1901. stated, only to Rs. 8,39,00,000, the gross eapital outlay on all railways in India during the same period being Rs. 10,16,41,000. This amount was spent in constructing 2,363 miles of railway, 576 of which were completed and opened for traffic during the year, and in providing additional rolling-stock and other facilities for carrying the growing traffic of the several railways.

Capital expendi-

- 18. The increase to the rolling-stock (vide paragraph 54) amounted to 223 engines, 563 passenger vehicles and 4,695 wagons. The most marked development in the traffie began in 1893, and a reference to Appendix No. 33-A will show the quantity of rolling-stock on some of the railways at the close of that year as also the quantity at the close of 1901 when the traffic was the highest on record: it also shows the extent of the increase in the volume of the traffic during these years and the work done by the rolling-stock. The increase in the volume of traffic does not necessarily indicate an increase in the demands made upon the rolling-stock, since on some railways a large portion of the traffic comes on to them from foreign lines and consequently is carried in wagons belonging to such lines, and on others a large amount of the work done by wagons is performed away from the home line, as will be seen from Appendix No. 21. Speaking generally, railways have now sufficient stock for their immediate wants, and provision has been made for increases necessary to meet further developments of traffic, the quantity of rolling-stock under supply at the close of the year 1901 amounting (vide Appendix No. 33) to 451 engines, 1,259 passenger vehicles and 7,813 wagons.
- 19. For the official year 1902-03 provision has been made in the "Railway Pro-Budget gramme," that is, for capital expenditure on railways for which the State finds the ments for 1902-03. funds either by direct payment or by guarantee, as follows:

•										Rs.
For	expenditure	on open	lines	•	•	•	•			5,50,82,000
"	"	" lines	under	construc	ction	•	•		•	3,64,76,000
1,	"	" new	lines o	nly rece	ntly o	omn	епсе	d .	•	1,84,42,000
							_			
							Tor	AL		11,00,00,000

Capital.

20. In framing this "Programme," the principle which has been followed is that the amount required to meet the needs of open lines, so far as they can be foreseen, has been regarded as a first charge upon the money available for railway purposes, and every effort has been made to provide in full for all demands arising out of the development of existing traffic; next in order, provision has been made for the steady prosecution and early completion of lines in progress, preference under this head being given to Companies' lines over those under construction by the agency of the State; and, lastly, provision has been made for new projects which depend on the ability of the State to find money to complete them without financial embarrassment to the Government.

Capital expenditure on new lines, etc.
App. 10.

- 21. In Appendix No. 10 is presented the capital expenditure during the past ten years on each railway in India under the following heads:—
 - (a) New lines in extension of, or now worked by, existing lines.
 - (b) Rolling-stock.
 - (c) Improvement of existing lines.

Summarised the figures are as follows:

Expe	NDITURE Railway	in lakhs o Programm Pinds or G	E," THA	r is, for	RE INCLUDE WHICH THE UNDS.	D IN THE STATE	Expendit Nati	ure in la	ikhs on pri is' linfs, v Railway Pi		-, upanies' LL Outsi ie."	LINES AND DE THE
YEAR.	Rolling- stock.	Improve- ment of existing lines,	pense.	Total improve- ments 2 f 3 F 4.	or now	Total capital expendi- ture 5+6,	Total capital expendi- ture 12+13.	Rolling- stock.	Improve- ment of existing lines.	Sus- pense.	Total improvements 9+10 +11.	New lines in exten- sion of, or now workedby, existing lines.
1	2	3	4	5	G	7	8	9	10	11	12	13
1892	80	1,27	43	1,64	2,54	4,18	૯૬	15	31	-6	40	28
1893	70	1,24	12	2,06	2,00	5,0,5	45	5	16	1	20	25
1834	33	92	11	1,36	3,34	4,70	59	2	74	-2	14	45
1895	84	97	13	1,94	3,00	5,00	1,56	6	9	5	20	1,36
189б	62	1,23	16	2,01	3,38	5,39	2,43	12	4	-1	15	2,28
1897	1,21	1,19	10	2,50	5,52	8,02	2,94	17	9	1	27	2,67
1893	1,20	83	-29	1,74	5,56	7,30	3,19	21	15	5	41	2,78
1899	2,24	1,30	48	4,02	6,00	10,02	3,37	45	11	6	62	2,75
1900	1,50	1,58	1,45	4,53	3,94	Ş ₇ 47	2,19	38	10	33	71	1,45
1901	1,74	1,93	58	4,30	4,09	8,39	1,77	37	11	-6 -6	42	1,35

It will be seen from the foregoing statement, that for many years the amount of money which was available for capital expenditure was so limited, that the larger portion of it had to be devoted to new lines if any progress was to be made in railway construction. But the needs of existing lines yearly grew more pressing, and to meet them, without at the same time retarding the construction of new lines, the "Railway Programme" has from time to time been increased, until it now stands, as has been shown in the previous paragraph, at 11 crores of rupees for the official year 1902-03, more than half of which has been appropriated to the improvement of existing lines.

Capital outlay under heads of account.

App. 11.

22. The Capital outlay under the several heads of expenditure on railways, both open and still under construction, up to the close of the calendar year 1901, is presented in Appendix 11.

Traffic and earnings.

Passenger traffic. Traffic earnings.

App. 12 and 13.

Traffic and earnings.

23. The following statement shows the volume of the traffic carried and the therefrom during the past five years:

earn	ings the	er erroun	auring	the pasi	i live ye	ears:					
•	Open mileage.	PASS	SENGER TRA	FFIC.		Go	ODS TRAFF	1c.			
Year.		Number of passengers in thousands,	Earnings in thousands of rupees.		Carnings from other coaching traflic in thousands of rupees	Tons	Earnings in thousands of rupees.		thousands	Steam- boat and sun- dries in thousands of rupees.	
					<u></u>						
1897	21,123	150,584	7,62,13	39,22	1,23,96	33,920	15,88,89	141'29	8,12	77,01	25,60,11
1898	22,048	151,566	7,58,67	39.23	1,10,29	36,354	17,83,62	123,11	7,49	80,52	27,45,59
1899	23,528	161,720	8,09,39	,38.42	1,13,19	40,592	19,23,65	151*92	8,70	86,32	29,41,25
1900	24,760	176,308	8,95,07	40'09	1,31,37	43,739	20,40,90	151.06	7,93	\$4,38	31,59,65
1001	25,373	101,740	10.07.17	40,73	1.34.21	43,142	21,27,35	150'00	7.40	80.07	33.65.70

24. The large increase in the number of passengers carried and the receipts therefrom is attributable partly to the return of the population to the tracts which were deserted during the famine of 1900, partly to the opening of new lines of railway, but chiefly to the natural development of the traffic. With few exceptions, and they are unimportant lines, every railway in India has contributed to the increase.

Passenger traffic.

- 25. The increase in the goods traffic, both in the quantity and in the earnings, Goods traffic, is very satisfactory, though the traffic was not so well distributed as in the case of App. 13, 16 and 17. passengers. Railways running through the districts which were affected by famine in 1900, were expected to yield a smaller revenue, as the famine had either altogether ceased or the local conditions had improved, but the deficiency was more than made up by an increase of business on the other railways. Those railways, however, which show a diminution of business under goods in 1901 as compared with 1900, with few exceptions, show an improvement on normal years.
- 26. The improvement of both the passenger and goods traffic is all the more remarkable, since the comparison is made with a year (1900) in which there had been a large increase of traffic due to abnormal causes; and the great advance made in 1901 points to the steady development of railways and consequently of the country.

Passenger traffic.

27. Turning to the details of traffic, the following table shows the number of Passenger traffic, passengers of each class carried, the earnings therefrom, and the average rate charged App. 12, 13, 14 and 15. each passenger:

	N	IMBER C	irpied i	H THOUS	ANDS	EAR	ings in	THOUS	inds of	RUPEES	ATÊ CII DER (IN	CLUD-		
YEAR.	0	RDINARY	Passen	cers,	S-ason and	Ori	Season	1	ING SEASON AND VENDORS' TICKET HOLDERS) IN PIES.					
YEAK,	· vend		vendors' tickets.	ıst.	and.	Inter.	3rd.	vendors' tickets.		2nd.	Inter.	3rd.		
1897	485	2,242	4,865	132,215	10,777	29,27	43,91	49,56	6,32,80	6,59	12'28	4'87	3,10	2'27
1898	613	2,253	5,073	131,512	12,117	31,24	45,28	49,49	6,25,51	7,15	12'40	4'93	3,13	2,50
1899	526	2,352	5,233	140,321	13,288	31,52	45,97	52,03	6,70,81	8,01	12.29	5'32	3.02	2,30
1900 .	521	2,285	5,703	153,954	13,845	31,83	47,07	56,03	7,51,67	8,47	12'59	5'49	3,11	2'31
1901 .	532	2,405	0,670	170,416	14,726	32,78	52,43	64,39	8,48,25	9,32	12'75	5.49	3,00	2,31

28. There was an increase both in numbers and in earnings under all classes of passengers and, as stated in paragraph 24, it was distributed, with few unimportant exceptions, over all the railways in India. Speaking generally, the 1st and 2nd classes are supported by the European and Eurasian community; the intermediate and

Goods traffic,

third classes by the native community; but, as mentioned last year, there is a tendency towards the use of the lower classes of carriages in preference to the higher. Consequently, while there has been an appreciable increase in the lower classes, the number of first class passengers has remained almost stationary. The principal increase both in numbers and amount is under third class passengers, over 16 million more passengers having been carried and the earnings having increased by over 96 lakhs of rupees. This traffic has been steadily growing and now amounts to the large number, excluding season ticket holders, of over 170 million passengers, yielding to railways a revenue of over 848 lakhs of rupees.

- 29. The total number of all classes carried amounted to $194\frac{3}{4}$ millions, and the earnings therefrom, to 1,007 lakks of rupees.
- 30. The number of season tickets issued, and the earnings therefrom, have been separately shown this year. The business has increased both as to numbers and earnings. These tickets are availed of almost exclusively in the neighbourhood of the Presidency towns, the number of passengers offering there making it possible for railways to provide a regular and frequent suburban train service.

Goods traffic.

Goods traffic. 31. The following table shows the quantity of goods of each class carried and App. 12, 13, 16 and the earnings therefrom:

			QuA	NTITY CARR	LED IN TH	OUSANDS OF T	ons.	Earnings in thousands of rupees.							
Y	Year,		General merchan- dise.	Coal and coke for the public and foreign railways.	Military stores.	Revenue stores includ- ing coal and railway materials for construction.	including	General merchan- dise.	Coal and coke for the public and foreign railways.	Military stores,	Revenue stores includ- ing coal and railway materials for construction.	including			
1897		•	20,217	5,551	116	7,843	33,926	13,14,54	1,47,51	23,68	75,53	15,88,89			
189S			21,851	6,032	132	8,077	36,354	14,88,25	1,74,71	21,19	\$1,38	17,88,62			
1899			24,725	6,242	5 9	9,330	40,592	16,09,45	1,80,49	13,13	94,11	19,23,65			
1900			28,178	6,631	58	8,919	43,739	16,92,15	2,11,83	13,78	92,27	20,40,90			
1901		•	26,185	8,272	63	9,528	44,142	17,16,49	2,35,09	15,02	96,41	21,27,35			

- 32. Following, as 1901 did, on a bad famine year, a large decrease might have been expected, but there was actually an increase on the whole business done of General Merchandise.

 App. 16 and 17.

 In general merchandise there was the expected decrease in quantity of 1,993,000 tons, but the earnings were higher by Rs. 24,34,000, due chiefly to the improvement in the cotton and seeds traffic, though many other articles also contributed, and to the increased distance over which the traffic was carried, the average lead having increased from 151.96 to 159.99 miles.
- 33. The coal traffic, which under the impetus of the increase in the prices for Coal.

 English coal, has so largely developed during the past four years, showed a further increase in 1901, the output from the collieries having increased from 6,118,692 tons to 6,657,573 tons and the exports having increased, to Indian ports excluding Burma from 1,030,709 tons to 1,157,892 tons, and to ports outside India including Burma from 711,874 tons to 845,953 tons. But the reduction in the price of English coal and the introduction of patent fuel point to the possibility of a check in this development. English coal has again entered into competition with Indian coal in some of the markets, Bombay especially, and the imports of English coal and patent fuel during the year have increased from 91,710 tons to 272,630 tons, and of coal from other countries, from 43,939 tons to 79,108 tons. The quantity of Indian coal consumed by railways increased from 1,867,185 tons to 1,965,530 tons

and there has been an increased demand for coal for private factories and for domestic consumption. Notwithstanding, therefore, the competition with imported fuel, the prospects of an increase in the coal trade are hopeful. As affecting the railways as carriers, the large quantity of coal carried by sea to places in India which can be reached by railway, amounting as it does to 1,157,892 tons, deserves attention.

- 34. The increase under "Military stores" is small, and is probably due to the Military stores (App. 16 and 17).

 Mahsud-Waziri blockade operations.
- 35. Under "Railway material" there was an increase under "Locomotives" and "Carriages and trucks," due to the large quantity of rolling-stock recently sanctioned for railways, and a decrease under "Materials," owing to the inability of railways to work up to their sanctions, as was explained in paragraph 16.
- 36. The traffic shows the fluctuations which follow on the cessation of famine Principal conditions. The movement of fodder, food-grains, hides and skins, and cattle fell, App. 18 and 19. while that of cotton and seeds increased.

The traffic in, and the earnings from, these articles compare as follows:

		_					Quantity in tons.	Earnings in rupees.
		[1900	•	•	•	•	821,953	32,16,678
Fodder .		. { 1901		•	•	•	294,675	10,99,973
		į		Decre	ase	•	527,278	21,16,705
		1900	•	•	•	•	10,299,071	6,43,62,693
Grain and pulse	•	1901	•	•	•	•	8,095,976	5,13,97,501
		į	1	Decre	se	•	2,203,095	1,29,65,192
		[1900	•		•	•	315,950	39,07,150
Hides and skins	•	· { 1901	•	•	•	•	174,729	17,76,789
		į		Decre	asc	•	141,221	21,30,361
•		[1900	•		•		75,705	10,16,093
Cattle	•	. 1901	•	•	•	•	50,730	7,01,607
		{		Decre	ase	•	24,975	3,14,486
		[1900	•	•	٠	•	472,968	62,78,130
Cotton, raw .		. 1901	•	•			822,737	1,30,86,900
		į		Incre	ase		349,769	68,08,770
		[1900	•		•		1,544,969	95,13,231
Seeds, oil .	•	. 3 1901		•			2,495,347	1,88,70,585
		l		Incre	asc		950,378	93,57,354

The other noticeable items are, Indian manufactured cotton (Indian twist and yarn and, Indian piece goods), drugs, raw jute, kerosine oil, and sugar, the traffic in which was as follows:

Train, vehicle and tonmileage.

							Quantity in tons.	Earnings in rupees.
		Çiĝô∂	•	•		:	59,475	7,92,634
Drugs		. ¥ 1901	•	•			79,371	10,38,269
		1		Încrea	se	•	19,896	2,45,635
		(1900		•	•		693,531	46,81,481
Jûte, raw .	•	1901		•	•	•	1,147,115	51,85,477
		<u>{</u> _		Încrea	ise	•	453,584	5,63,996
		[1900			٠.		387,937	28,04,792
Kerosine oil .	•	1901		•	•		441,561	,3 ¹ ,05,735
		ę.		Increa	ıse	•	53,624	3,60,943
		(1900	•				261,518	27,70,224
Sugar, refined		. 1901	•	•	•		324,389	35,40,148
		· ·		Increa	se	•	62,871	7,69,924
		(1900	•	•	•		857,469	56,20,602
Sugar, unrefined		.4 1901	•		•		_(1,159,102,	77,89,516
		\ \		Increa	se	•	301,633	21,68,914
							-	-

Train, vehicle and ton-mileage.

Train, vehicle & 37. The following table shows the train, vehicle and ton-mileage travelled by ton-mileage.

App. 20 and 21. coaching and goods traffic:

		Train-mileàge. * (Omitting coo.)					LE-MILEA ITTING O			ON-MILEAGE.* OMITTING GOO.)		
Year	٤.	Coach- ing.	Goods.	Mixed.	Total includ- ing miscella- neous train- mileage.		Goods.	Total.	Coach- ing.	Goods.	Total.	
1897		16,301	24,215	26,676	69,494	547,948	1,003,342	1,551,290	6,447,335	12,793,732	19,241,067	
1898		16,620	28,037	25,449	71,520°	551,348	1,102,343	1,653,691	6,468,321	14,604,953	21,073,274	
1899		17,039	30,612	26,879	77,207	571,119	1,213,610	1,784,729	6,800,273	15,909,787	22,710,060	
1900		18,114	34,252	28,827	84,193	612,017	1,323,001	1,935,918	7,326,297	17,231,511	24,557,808	
1901		19,701	34,274	31,561		685,299	1,311,304	1,996,603	8,147,469	17,956,732	26,106,201	

^{*} Excludes all 2' 6" and 2' 0" gauge lines, except Raipur-Dhamtari and Cooch-Behar railways.

In the case of goods traffic, the tonnage increased in 1901 over 1900 by 0.92 per rent., the train-mileage by 0.06 per cent., and the earnings by 4.24 per cent. The disproportionate increase of earnings was due chiefly to the improvement in the higher freight-earning traffic in cotton.

^{38.} The increase under all heads is explained by the increase in traffic already referred to. But while the number of passengers increased in 1901 over 1900 by 10'40 per cent., the earnings therefrom increased by 12'52, and the train-mileage by only 8'76 per cent.; bearing out what was said last year that it is the long distance traffic which is increasing:

Working

39. The earnings per mile worked and per train-mile increased correspondingly Earnings per mile open and per train-mile. and were as follows:

	Pı	PER TRAIN-MILE						
YEAR.	Gross earnings	Gross earnings excluding steam-boat, in rupees.						
	Coaching,	Good«.	Total, including "other earnings" exceptsteam boat.	Duat, in runees.				
1897 . 1898 . 1899 . 1900 .	4,316 4,046 4,038 4,254 4,517	7,739 8,328 8,420 8,459 8,415	12,402 12,721 12,806 13,025 13,253	3'66 3'82 3'79 3'73 3'80				

Working expenses.

40. The working expenditure on all railways taken collectively is shown in the Working expensions table:

App 12, 24, 25
26 and 27. following table:

	Year.	Working expenses in thousands of rupees.	Proportion per cent. of working expenses to Igross earnings.	Working expenses, excluding steam- boat, per mile worked in rupees	Working expenses, excluding steam- boat, per train- mile in rupees.
1897 1898 1899 1900	•	12,47,73 13,01,99 13,96,22 15,12,91 15,75,64	48·74 47·42 47·47 47·88 46·81	6,027 6,018 6,067 6,217 6,190	1.78 1.81 1.80 1.78

41. The increase in the total working expenses was a natural consequence of the large increase in the traffic carried. That it was not abnormal will be seen from the fall in the working expenses per mile worked and per train-mile and in the proportion which the working expenses bear to the gross earnings. Where the proportion of working expenses bear to the gross earnings. Where the proportion of working expenses to gross earnings averages for all railways below 47 per cent., the management cannot be regarded as unsatisfactory, especially when the expenditure under the head of flood damages (paragraph 63), to which the younger railways in India are particularly liable, is considered.

42. A factor which largely contributed during past years to increase the working expenses was the price of materials. There was a marked improvement in this respect during the year under review, the prices comparing with previous years as

				IR	ON.					STEEL.				
Year.	BAR. Highest, Lowest,			Pro.		PLATE.		uřet.	MILD BAR.	RAILS.				
	Toos.	Toos.	Highest. Toos.	Lowest. Tons.	Highest. Tons.	Lowest. Tons.	Highest. Tons.	Lowest. Toos.	Highest. Lowest.	~! ~~` ~				
1897	£ 1. d. 8 7 6 8 5 0 10 10 0 10 15 0 9 10 0	7 2 6	2 11 9 2 12 6 3 19 0 3 16 6 3 7 6	2 8 3 2 12 6 3 16 6 3 16 6	9 10 6	6 11 3 9 0 0 11 10 0	\$ 10 0 10 0 0 11 0 0 12 17 6 9 5 0	7 12 6	£ s. d £ s. a 7 0 0 5 9 3 7 7 6 5 7 6 10 5 0 6 15 0 12 5 0 7 17 6 9 0 0 5 9 6	£ s. d. £ s. 4 17 6 4 5 6 5 5 0 4 7				

Working expenses.

Coal. App. 28 and 29.

43. The coal used by railways is now almost entirely raised in India. Foreign coal is still used on some of the railways, and the recent reduction in the price of English coal may lead to an increase in the quantity taken, but the Indian coal has now fairly established itself, as will be seen from the following statement:

Yea	r.	Foreign coal consumed by railways.	Indian coal consumed by railways.
		Tons.	Tons.
1897	•	55,617	1,328,120
1898	•	38,902	1,423,463
1899	•	83,755	1,561,821
1900	•	56,444	1,867,185
1901	•	13,095	1,965,530

App. 30.

Collieries owned 44. The East Indian and the North Western railways have collieries of their by railways or the own. Those of the North Western railway do not produce much coal, but the East Indian railway obtain all their coal from their own colliery, and it is due to this fortunate circumstance that their coal costs them so little and that they are able to keep their working expenses at so low a percentage of their gross earnings.

> In the case of most of the other railways, the coal-fields from which their coal is drawn, are a great distance off. The cost of the coal by the time it reaches them is consequently very great, and it is necessary to bear this in mind when comparing the cost of working one railway with another.

Working expen-App. 24, 25, 26

45. The working expenses in the different departments of the railways treated as ses by departments one system are shewn in the following table. (The totals are shown in paragraph 40):

	Engineering.				COMOT	IVE.	CAR	RIAGE Wagon		′	Trappio	ENERA	ENERAL.		
YEAR.	Per cent. on gross earn-ings.	Per mile open.	Per train- mile.	Per cent. on gross earnings.	Per mile open.	Per train- mile.	Per cent. on gross earnings.	Per mile open.	Per train- mile.	Per cent. on gross earn- ings.	Per mile open.	Per train- mile.	Per cent. on gross earn-ings.	Per. mile open.	-Per train- mile.
		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.
1897 .	12.66	1,535	0.47	15.83	1,919	o ' 58	4'49	544	0.12	8:23	998	0.30	5'20	бзт	0,10
1898 .	11'44	1,424	0.44	15'66	1,950	о•60	4 •86	боб	0.10	8.02	1,002	0.31	4'98	620	0.10
1899 .	11.66	1,457	0'44	16.04	2,006	0.61	4.26	570	0'17	7.89	986	0.30	4.82	606	0.18
1900 .	11.46	1,463	0.43	16.69	2,129	0.63	4'39	561	0.12	7:96	1,014	0.30	4.67	596	0'18
1901 .	10.20	1,405	0'40	16.63	2,206	0.63	4.2	боо	0'17	7.89	1,046	0.30	4.40	623	0.18

46. These results are not unsatisfactory. The results for individual railways, as presented in Appendices 21, 25, 26 and 27, and in Appendices 31 and 32, which show the proportion of freight to the dead weight moved and the capacity hauled, seem, however, to require consideration, though any comparison between different railways must necessarily be made with great caution, as the conditions on no two railways are quite the same, and a judgment of results by averages would be equally misleading, as the same conditions do not obtain throughout the year.

Summary.

Net earnings.

47. Turning now to the net earnings, the following table shows what the net earnings were, and what return they would have yielded on the capital expenditure if all the railways in India were treated as one undertaking:

Net earnings.'
App. 12 and 13.

	Net earnings in thousands	Percentage of net earnings	Net barnings, excluding steam-boat, in rupees.				
Year.	of rupees.	on capital outlay,	Per mile worke	Per train-mile,			
1897 . 1898 . 1899 . 1900 .	13,12,38 14,43,60 15,45,03 16,46,74 17,90,15	4'65 4'93 5'00 4.99 5'26	6,375 6,703 6,739 6,808 7,063	1.88 2.01 1.99 1.95 2.03			

48. But while some railways are now productive, others are still worked at a loss to the State. Taken as a whole, however, the working of the year 1901 resulted, as was shown in paragraph 2, in a net gain to the State of Rs. 1,15,41,198.

Gain or loss to State. App. 7.

49. Recapitulated, the results show an increase in 1901 over 1900 in-

Mileage open of	•		•	•	•	2°48 p	er cent.
Coaching traffic-							
Passengers, number	of-	•	•	•		10'46	72
Train-mileage	•	•	•	•		8.76	"
Gross earnings from	pass	eng	ers	•		12.25	"
Goods traffic-							
Tonnage	•	•	٠			0.03	,,
Train-mileage	•	•	•	•		0.06	3 >
Gross carnings	•	•	•	•		4.24	"
Working expenses	•	•	•	•	•	4.12	"
Net earnings	•	•	•	•	•	8.40	"

Summary.

50. Summarised, the general results of working Indian railways during the five years 1897-1901 were as follows:

General results. App. 7 and 12.

Year.		in on iber.	Gross	Working	Net	f net	cent. of s to gross	Per (1	MILE WOR N RUPEES	KED.	PER (IN	Gain or loss to State. (Omitting ooo.)		
		Mileage open 31st December	(Omitting ooo.)	(Omitting	(Omitting ooo.)	Per cent, of earnings on lay.	ngs ngs	Gross earn- ings.	Working expenses.	Working expenses. Net earn- ings.			Working expenses	
1897	•	21,123	25,60,11	12,47,73	13,12,38	4'65	48•74	12,402	6,027	6,375	3'66	1'78	1.88	2,16,25
1898	•	22,048	2 7, 45,59	13,01,99	14,43,60	4'93	47°42	12,721	6,018	6,703	3'82	1,81	2'01	-1,11,63
1899	•	23,528	29,41,25	13,96,22	15,45,03	5'00.	47*47	12,806	6,057	6,739	3'79	1.80	1,00	-46,06
1500		,24,760	31,59,65	15,12,91	15,46,74	4*99	47.88	13,025	6,217	6,803	3'73	1.48	1.02	+8,72
1901	•	25,373	33,65,79	15,75,64	17,90,15	5.26	45.81	13,253	5,190	7,063	3.80	1.42	2,03	+ 1,15,41
,——		*	ı	<u> </u>			1			- 4				<u> </u>

51. The Indian railway system having for two years in succession been worked at a profit to the State, it may now be regarded as having ceased to be a burden to the general revenues of the country; and the net receipts from railways may be expected in future to be one of the most certain and increasing sources of State revenue.

PART II.

MISCELLANEOUS.

Chief events of the

52: The chief events of the year 1901 are recorded below:

As representations continued to be made to the Government of India that the inconvenience and hardships experienced by the lower class passengers on account of the absence of latrine accommodation in carriages had in no way abated, all railways in India were invited to take steps for the provision of such accommodation—

- (a) as early as possible in all intermediate and third class carriages running on mail and fast passenger trains, that is, trains which are not timed to stop at every station; and
- (b) as opportunity arises in all other carriages of these classes except those intended for use on suburban trains running for distances of less than 50 miles.

A long standing dispute between the Oudh and Rohilkhand and Bengal and North-Western railways in connection with the carriage of, and rates for, traffic conveyed over the 3' 3\frac{3}{8}" gauge link between Burhwal and Cawnpore was settled by power being given to the Bengal and North-Western Railway Company to quote rates over the link, the through rate being divided between the two railways in mileage proportion.

The dispute between the Great Indian Peninsula, the Southern Mahratta and the West of India Portuguese railways, as to the routing of traffic between Bombay and Southern Mahratta railway stations, was settled by a territorial division of the traffic.

The Cherra-Companyganj State railway (Assam) was finally closed on the 15th October 1901, as since the earthquake it had ceased to earn working expenses and the volume of the traffic offering was insufficient to justify its being kept open.

A meeting was held, on the 2nd July and the two succeeding days, of the mercantile and railway bodies interested in certain questions connected with (i) the entrance of the Bengal-Nágpur railway into Jherriah; (ii) the relief of congestion of traffic on the lower section of the East Indian railway; and (iii) the provision of an independent access to Calcutta from the United Provinces of Agra and Oudh, so as to give to the Committee appointed to investigate and advise the Government of India on these questions, an opportunity of hearing the views of those concerned. The Committee recommended that—

- (i) the Bengal-Nágpur railway should be allowed free entrance into the Jherriah coal-field;
- (ii) additional lines were not necessary for the relief of the congestion on the East Indian railway which was due to other causes; and
- (iii) a line should be constructed from Gya to connect with the Bengal-Nágpur railway so as to afford an alternative route to Calcutta from Northern India.

Owing to the difficulty experienced by the India Office in obtaining reasonably early delivery of locomotives ordered in England for Indian railways, the Secretary of State requested that a General Conference of Locomotive Superintendents of both State and Companies' lines should be summoned for the purpose of considering the question of, and making recommendations for, the standardization of locomotives of all gauges of Indian railways. Mr. F. Wolley-Dod of the retired list, Public Works Department, was appointed President of the Conference which was held at Calcutta on the 9th December and the four succeeding days, and recommended—

(i) That under Indian conditions a fixed scale of standard dimensions and standard weights and of loads and working stresses is essential and should be prescribed by Government for each gauge of railway;

Chief events of the year.

- (ii) That a higher standard of loads than is at present allowed should, as soon as possible, be settled and accepted by Government for adoption as a maximum;
- (iii) That until this new standard is decided on, Government should be asked to permit present standards to be exceeded, each case being decided on its merits;
- (iv) That with regard to the standardization of locomotives, the English makers, who have represented their difficulties under the system now in force and have suggested a standardization for current use, should be invited to prepare in collaboration, a series of standard designs which they consider calculated to meet their views, and to ensure a more rapid rate of delivery and a decreased cost—the series to comprise engines of certain mentioned types, the designs being prepared so that, as far as may be possible, corresponding parts of the various classes may be interchangeable; and
- (v) That in order to maintain the standards eventually arrived at, the existing Committee of Locomotive and Carriage Superintendents for India should be recognized by Government and the Railway Companies as the tribunal for maintaining or relaxing the standards from time to time.

On the 26th November, the Government of India issued orders convening a Conference at Delhi, between the officers who will have charge of the arrangements for the Proclamation Ceremony of His Majesty King Edward VII and those controlling the railways working into Delhi, to provide facilities for dealing with the expected traffic.

During the year a direct service of steamers for the carriage of tea and jute was established between Chittagong and London in connection with the Assam-Bengal railway. The first steamer left the port on the 4th August and the experiment promises to prove successful.

The running of bogie carriages has been introduced on the Eastern section of the Eastern Bengal State railway, and the Darjeeling mail is now run from Calcutta to Damukdia entirely with bogie carriages.

Mr. T. Robertson, C.V.O., who had been appointed by His Majesty's Secretary of State to investigate the working of railways, arrived in India on the 19th October 1901, and made an extensive tour through the country visiting all the railways.

On the 1st January, the working of the Northern section of the East Coast railway, from the north distant signal of Waltair station to Barang, near Cuttack, a length of 31951 miles, was transferred to the Bengal-Nágpur railway, the Southern section, from Washermenpet to Vizagapatam, 49722 miles, being made over to the Madras railway to work.

On the 1st January, the maintenance of the 5'6" gauge portion of the Rajputana-Malwa railway from Ferozpore to Bhátinda was taken over by the North Western State railway from the Bombay, Baroda and Central India railway.

On the 18th January, an Indenture was executed for the construction of the Calicut-Azhikal extension of the Madras railway.

By an Indenture of the 1st February the arrangements for working the Rajputana-Malwa and other connected railways by the Bombay, Baroda and Central India Railway Company were revised, the contract being extended up to the 31st December 1905.

By an Indenture of the 5th February the arrangements for the working of the Lucknow-Bareilly State railway by the Rohilkund and Kumaon Railway Company were revised, the contract being extended up to the 31st December 1907.

On the 27th March, Indentures were executed for the construction of a railway from Laksam viâ Noakhali to Ichakhali (Bengal) which on completion will be worked by the Assam-Bengal Railway Company.

On the 1st November, a contract was executed for the construction and working of a branch railway from Walajah Road (Arcot) to Ranipet by the Madras Railway Company.

The contract for the construction of the Kalka-Simla railway was modified during the year in some particulars, the most notable being that 2' 6" has been adopted for the gauge instead of 2' o".

Important works completed.

Important works completed.

Important works completed.

- 53. The following works of importance were completed during the year 1901:
 - (a) Bengal and North-Western railway.—The Barundhi bridge (8 spans of 80-foot girders), which was passed for traffic on the 25th February 1901; the Chota Kosi bridge (7 spans of 80-foot girders) and the Boro bridge (3 spans of 60-foot girders), which were opened on the 26th June 1901;
 - (b) Bengal-Nágpur railway.—The bridge over the Cossye river (16 spans of 100-foot girders), which was opened on the 8th June 1901;
 - (c) Bombay, Baroda and Central India railway.—The doubling of the line up to Baroda, the second line being opened throughout on the 21st April
 - (d) Burma railways.—The Gokteik viaduct (10 spans of 120 feet, 5 spans of 60 feet and 2 spans of 55 feet), which was opened on the 1st June
 - (e) Eastern Bengal State railway.—The Teesta bridge (13 spans of 150-foot girders) and approaches on the Northern section, which were opened on the 1st April 1901; the conversion of the line from Teesta to Moghalhat, $12\frac{1}{4}$ miles, from 2'6" to 3' $3\frac{3}{8}$ " gauge, which was opened on the same date; the Dharlla bridge at Moghalhat (10 spans of 150-foot girders), which was passed for traffic on the 19th December 1901;
 - (f) East Indian railway.—The doubling of the track between Sitarampur and Barakar, the second line being opened on the 6th March 1901; the doubling of the track between Shahdara and Delhi, 8.60 miles, the second line being opened on the 20th February 1902;
 - (g) Great Indian Peninsula railway.—The Girna bridge (9 spans of 170' 8" girders), which was opened on the 16th May 1901;
 - (h) Jodhpur-Bikaner railway.—The conversion of the Hyderabad-Shadipalli railway from the 5' 6" gauge to the 3' 33" gauge;
 - (i) Madras railway.—The doubling of the track between Washermenpet and Veyasarpaudy, 1.50 miles, the second line being opened on the 14th September 1901; and
 - (j) Oudh and Rohilkhand State railway.—The permanent bridge (11 spans of 200-foot girders) over the Ganges at Garhmukhtesar with approaches, which was opened on the 11th April 1901.

Rolling-stock.

Rolling-stock.

- 54. It was stated in the report for 1900 that the development of railways had App. 33, 33A. and been much hampered for want of rolling-stock, but that large allotments of funds had been made to correct this defect. During 1900, 155 engines, 539 passsenger carriages, and 3,392 wagons were added to the stock of the 5'6" and 3' 3\frac{3}{8}" gauge railways. In 1901 a further addition was made of 223 engines, 563 passenger carriages and 4,695 wagons.
 - 55. The total outlay on rolling-stock for 5' 6" and 3' 3\frac{3}{8}" gauge railways amounted at the close of 1901 to Rs. 45,15,32,000, or at the rate of Rs. 18,215 per mile open, as will be seen from Appendix No. 33. The additions to the supply of rolling-stock which have been made in recent years, have brought the requirements of all the railways more or less up to date. The additions under supply to meet further developments of traffic are shown at the foot of the same appendix, and amount to 451 engines, 1,259 passenger vehicles and 7,813 wagons.
 - 56. The work done by the rolling-stock is shown in Appendix 33-A. The conditions are so different on each railway that no fair deductions can be drawn from the results of a whole year's working; and an examination of this question by averages would be most misleading. On some railways the work is fairly distributed throughout the year, on others the greater part of the traffic is forced into 2.or 3 months of the year; and although the figures presented appear to show that the best use has not

Accidents.

been made of the available stock and that some railways have more than they need, no accurate conclusions can be drawn without some knowledge of the local conditions on each railway. Better and more trustworthy results could be obtained from statistics of work done during the busiest month in the year, and it is under consideration whether such statistics should not be compiled in future.

- 57. During the year 1901, 208 engines and 628 vehicles were fitted with automatic Automatic brakes. brakes, making the number so fitted at the close of the same year 1,777 engines and 9,298 vehicles, as against 2,243 engines and 80,021 vehicles not yet fitted. The use of automatic brakes is at present confined to railways with fast passenger trains or
- 58. During the year 1901, 1,091 vehicles were fitted with Pintsch's gas, making Carriages lighted the total number so fitted at the close of the year 6,577, as compared with 4,437 unfitted on the railways which light their trains by gas.
- 59. By degrees all vehicles are being fitted with screw couplings at one if not at Couplings. both ends.
- 60. During the year under review, 112 stations were fitted with apparatus for Interlocking and interlocking points and signals, but progress in the introduction of automatic instruments for signalling trains between stations was small, only 27 stations having been provided with these instruments.

running over country with steep gradients.

block working. App. 37.

Accidents.

61. The accidents which occurred during the year 1901 compare as follows with those which occurred during the preceding four years:

Accidents,

	Passengers.								Serv	ANTS			Other persons,											
YEAR,	acci to to rol sto per ne	om dents rains, ling- ock, ma- nt- , ctc.	den c: inc acc from ow of	ts from ther tuses, luding idents n their n want caution mis- oduct.	To	tal.	ac de to tr roll stc per ne ne	nts ains, ing- ck, ma- nt-	By a dents oth caus include accid from own v of cau	from er es, ling ents their vant ition		tal.	pas raily at I	hilst sing ver vays evel oss- ys.		CS- SCIS.	Suici	ides.	land not clu		ł	tal.	Tota clas	al all ises.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured,	Killed.	Injured.	Killed.	Injured.
1897 .	22	128	57	210	79	338	18	38	212	330	230	3 68	25	16	520	169	169	9	16	4	730	198	1,039	904
1893.	6	6 6	63	183	69	254	23	62	174	309	197	371	26	9	428	139	88	ន	11	18	553	174	819	799
1899.	7	86	бо	191	67	77	20	92	183	339	202	431	21	to	445	149	103	б	25	23	594	183	863	896
1900.	14	85	83	258	97	343	21	84	236	384	257	463	32	17	698	236	164	8	17	35	911	295	1,263	1,105
1901 .	3	47	91	251	94	298	14	83	261	375	275	458	41	17	542	170	129	9	33	18	745	314	1,114	970

62. The following were the principal accidents:

Train accidents.

On the 28th August, No. 15 up Assam mail train collided with a down ballast Eastern Bengal State rail- train at Teesta Junction station on the Kaunia-Dharlla section, owing to the former train having been allowed to enter whilst the latter was being shunted into a siding. One passenger and six railway servants were injured, and the rolling-stock was damaged.

On the 29th December, No. 15 up mail train collided with a down special goods train at Rungpore station on the Northern section, owing to the points having been wrongly set. Four passengers and three railway servants were injured and the rolling-stock and permanent-way damaged.

Accidents.

On the 24th January, a collision occurred between Nos. 76 and 110 down goods trains at Bally Khal block hut, owing to the driver of the former train having entered against signals. The rolling-stock and permanent-way were damaged.

On the 27th January, the rear portion of a goods train consisting of 20 vehicles and a brake van, which were uncoupled for the purpose of detaching 10 trucks from the train, ran back from Karmatar station into the Kaseetar catch siding, and, running through the buffer stop at the end of the siding, was completely wrecked. One railway servant was slightly injured.

On the 19th March, 18 wagons parted from the engine while being backed to the Lillooah workshops, owing to one of the side chains breaking, and, running into the carriage and wagon shop siding, collided with and set in motion wagons being repaired there, killing one railway servant and injuring another.

On the 24th March, a door of a third class carriage attached to an up passenger train caught fire between Mankur and Paraj stations, due, it is believed, to lighted ashes having been allowed to drop between the outer and inner casings. Seven passengers, becoming alarmed, jumped out of the same and adjoining compartments with the result that one was killed and six were injured.

On the 26th March, a fire broke out in four low-sided trucks loaded with grass attached to a special ballast train near Taljhari station. Sixteen coolies, two of whom subsequently died, jumped out of the train before it was stopped and were seriously injured.

On the 7th May, the engine trailing wheels, tender and 13 following vehicles of No. 5 up passenger train were derailed at mile 169\frac{3}{4}, between Karmatar and Madhupur stations, owing to the permanent-way having been maliciously tampered with. One passenger was slightly injured and the rolling-stock and permanent-way were damaged.

On the 12th June, a collision occurred at mile 226 between No. 2 down Punjab mail train and a loaded goods wagon, which had been blown out by a heavy storm of wind from the goods shed siding at Jhajha station. The wagon was derailed and badly damaged. The mail train was uninjured.

On the 28th July, a collision occurred between No. 90 down goods and No. 54 van goods trains, between Jhinjhak and Kura stations, owing to the guard of the former having stopped his train to shoot and the latter following on without the prescribed interval. One railway servant was seriously injured, and the rolling-stock considerably damaged.

On the 27th November, No. 4 down Bombay mail train was derailed at mile 1813, near Niwar station, owing to a broken rail. One railway servant was injured and the rolling-stock and permanent-way were damaged.

On the 4th June, a fire broke out at the Parel carriage workshops, Bombay, Great Indian Peninsula totally destroying 27 vehicles and scorching several others badly. The origin of the fire is unknown.

On the 1st January, a collision occurred between a down passenger train and some loaded goods wagons standing on the loop line at Banmor station, owing to the driver not having his train under proper control. Two passengers were injured and 'the rolling-stock was considerably damaged.

On the 31st January, a collision occurred between Nos. 63-E and 8 goods trains at Tiruvallam station. Seven passengers and one railway way servant were slightly injured and the rolling-stock was considerably damaged.

On the 11th April, a collision occurred between Nos. 37 mixed and 130 express goods trains at the north distant signal at Mamanduru station, owing to line clear having been given to the latter when the line was already occupied. One passenger and five railway servants were injured, and the rolling-stock was considerably damaged.

On the 15th August, a collision occurred between a local train and the rear brake-van of a mixed train which was standing at the up platform of Perambur station. Four passengers were slightly injured.

Flood damages.

On the 25th March, a collision occurred between No. 52 down goods train and a North Western State rail- heavy stone train at Shadara station, owing to the latter way. having entered the station against signals. Five passengers were injured, and two railway servants were killed and four injured. The rolling-stock and permanent-way were also considerably damaged.

On the 2nd January, a collision occurred between Nos. 66 down goods and 9 up Oudh and Rohilkhand State mixed trains at Malhaur station, owing to the former having entered against signals. Nine passengers were

slightly injured and the rolling-stock was damaged.

On the 23rd March, a collision occurred between an up and a down special goods train at Gajraula station, owing to line clear having been wrongly given. Two railway servants were injured and the rolling-stock was considerably damaged.

On the 14th September, a goods special train parted, owing to the failure of the south Indian railway. head stock of a covered goods wagon, resulting in the rear portion of the train running back on a down gradient through Panapakam station and colliding with No. 81 mixed train from Chendragini. One railway servant was killed, and four passengers and eight railway servants were injured. The rolling-stock was considerably damaged.

Flood damages.

63. The principal damages caused by floods were the following:

On the 26th June, the line between Shaistaganj and Itakhola was breached and washed away in several places, causing detention to traffic.

On the 10th September, the line between Lumding and Dimapur was breached in several places, and the through train service from Lumding suspended until the 25th idem.

Owing to exceptionally heavy rainfall during the month of September, several Bengaland North-Western portions of the line between Lakhminia and Katareah were washed away and through passenger traffic was interrupted for two days. Owing to the same cause, the embankment, a mile east of Mansi station, was breached on the 9th September for a length of 250 feet. The line was restored on the 16th idem, when traffic was resumed.

On the 8th July, at mile 437, near Kulunga station, a single arch bridge of Bengal-Nagpur railway.

12-foot span, was completely carried away by floods. The cause of the breach was a local rainfall of about 8 inches in two hours. Traffic working was interrupted for four days.

On the 17th September, the ballast and low embankment between miles 394-16

Burma railways.

and 395-2 were washed away by floods in the Tanbo
Choung. Communication was restored on the following

On the 21st September, the line was breached at mile 408-9 A, for a length of 90 feet. Through communication was restored on the 23rd idem.

On the 29th September, the line was breached at several places between miles 303 and 308, necessitating transhipment till the 1st October, when through communication was restored.

On the 4th October, 100 feet of the south approach of the bridge at mile 250-9 were washed away by a heavy flood in the Sinthe river. The break was crossed by transhipment from the 4th to the 12th October, when through communication was restored. Further breaches occurred at the same place on the 13th and 22nd, and trains could not pass for two days on the first, and for three days on the latter, occasion.

On the 16th October, an overflow of the Samon river undermined the bridge at mile 330-18 and destroyed both abutments, necessitating transhipment. Traffic was resumed on the 20th.

On the 26th June, an overflow of the Kosi river breached the Ancharaghat line

Eastern Bengal State rail. in two places, flooding the road from mile 266-7. Pasway. sengers were transhipped in ferry boats until the 10th

July, when traffic working was resumed. The line was again breached on the 8th

August in three places and Ancharaghat abandoned. Through communication was
restored on the 17th September.

Flood damages.

On the 10th September, an 18-inch open top culvert was destroyed by a flood at mile 115-8, near Nandina, on the Mymensingh-Jamalpur-Jagannathganj railway. The culvert was filled up and traffic working resumed.

On the 14th August, owing to heavy rain, the down road subsided at mile 93\frac{1}{4},

Great Indian Peninsula for a length of 100 feet, necessitating single line working between Ghoti and Padali on the Thull ghat until the 17th, when the road was restored.

On the 17th October, the engine and one ghat brake of No. 8 up goods train ran into a large quantity of rock, estimated at about 100 tons which had slipped on to the line, and were derailed at mile 72-30 on the Bhoreghat, fouling both down and up roads and necessitating the transhipment of passengers. The line was cleared on the following day.

On the 9th September, owing to exceptionally heavy floods in the Damoodur and Amta rivers, the line between Amta and Islampur was rendered unsafe for traffic; in consequence, all trains had to be terminated at and started from Islampur, and the train service was interrupted for seven days till the water subsided.

From the 7th to the 9th September, owing to floods, all trains had to be Howrah-Sheakhala rail- terminated at and started from Moshat station. Through communication was restored on the 10th idem.

On the 13th August, owing to an exceptionally heavy rainfall, a landslip occurred at mile 166-4, near Mundra, on the Bina-Katni branch, completely blocking the line for about 100 feet. The break was crossed by transhipment from the 13th to 15th, when communication was restored.

On the 14th January, a bad landslip occurred at miles 11-1 and 11-2, necessitating transhipment. The line was cleared on the 18th January.

On the 5th May, the line between 417 and 419 miles was breached in several North Western State rail-places. Through communication was restored on the way.

On the 5th May, the line between 417 and 419 miles was breached in several places. Through communication was restored on the morning of the 7th.

Owing to exceptionally heavy rainfall during the early part of May throughout the Upper Kabul River Valley, an overflow of the Kabul river undermined the foundations of one of the piers of the bridge at mile 1,092, consisting of 4 spans of 40-foot girders, carrying away two girders. A diversion was made and traffic working resumed on the 11th idem. Owing to the same cause, the Pesháwar-Jamrud section was breached in two places and the causeways at the Bassai and Jam nullahs were undermined and destroyed.

On the 10th August, a landslip occurred at mile 473-11, Pishin section, when a large quantity of boulders and earth, estimated at about 30,000 cubic feet, fell on to the line. Considerable damage was done to the permanent-way. Through communication was restored on the 12th idem.

On the 22nd August, an overflow of the Jumna river considerably damaged the line between Sarsawa and Jagadhri, destroying the Nala bridge, 1 span of 50 feet, at mile 1,050. Traffic was resumed on the 2nd September.

On the 20th August, owing to heavy rain, the Kotdwara branch was breached in Oudh and Rohilkhand state eight places, necessitating transhipment until the 22nd August, when traffic working was resumed. The total extent of breaches on the line was as follows:—at miles 9-7—9-9, three breaches aggregating 300 feet; at miles 10-9—10-10, a breach of 175 feet; at miles 10-14—14-17, 695 feet; at miles 11-1—11-2, 125 feet; at miles 11-7—11-9, 330 feet; and at miles 12-2—12-6, 725 feet.

Owing to heavy rain from the 21st to the 24th August, the Hardwar-Dehra line was considerably damaged through landslips and washaways, causing interruption to traffic.

On the 10th December, owing to heavy rain, several portions of the Arkonam branch were washed away, and traffic working was interrupted till the morning of the 12th idem, when through communication was restored.

Railway staff.

On the 21st February, a breach took place at mile 272-16, between Mandya and Yeliyur stations, the bank behind the south abutment Southern Mahratta railway. of the temporary bridge, for nearly 27 feet, being washed Through communication was restored the following morning. away.

On the 2nd May, the line was breached by floods at miles 234-19 and 234-20, between Bidadi and Closepet stations. Communication was restored the following

Railway staff.

64. The following table shows the number of servants employed of the different races, European, Eurasian and Native:

Railway staff. App. 39.

Year.	Europeans.	Eurasians.	Natives,	Total.
1897 .	4,793	6,902	284,800	296,495
1898 .	4,967	6,936	296,700	308,603
1899 .	5,292	7,393	329,089	341,774
1900 .	5,229	7,364	337,3 ⁸ 3	349,976,
1901 .	5,489	8,182	356,766	370,437

65. Of the Europeans and Eurasians, the following number were enrolled as volunteer force. App. 40. Volunteers:

Year.									
		Sergeant Instructors		EFFICIENTS.			Tota	Total No. of European and Eurasian employees on railways.	
		furnished by the Army.	Officers.	Non-Commis- sioned Officers.	Volunteers.	Non-Effi- cients.	number of employees enrolled as Volunteers.		
1897		115	398	1,336	10,000	296	12,030*	11,695	
1898		116	375	1,362	9,498	270	11,505*	11,903	
1899	•	123	395	1,460	9,958	152	11,965*	12,685	
1900	•	122	3 89	1,406	80,01	175	12,038*	12,593	
1901	•	120	3 93	1,345	9,638	300	11,676	13,671	

66. The Police force employed for the maintenance of law and order on railways and for the protection of railway property is provided by the Civil Department, the State bearing, except in the case of State lines worked by the State and the old Guaranteed railways, three-tenths and the railways paying seven-tenths of the expense incurred.

Police force, App. 41.

Owing to famine during 1900, there was a large increase in the number of thefts with a consequent increase in the claims for compensation, many of which were not satisfied till the following year, thus swelling the payments under this head in 1901.

67. There is a Provident Fund, in connection with every railway in India the Provident Fund object of which is to make some provision for employees against their retirement or for their families in the event of their dying while still in the service of the railway. The money in this fund cannot be attached by courts of law, nor can it be alienated or hypothecated by the employee. Every monthly paid employee, who is neither pensionable nor a menial servant, is obliged to be a member of this fund and is required to

App. 39.

^{*} These figures include non-railway employees enrolled in Railway Corps.

Railway staff.

subscribe monthly amounts varying on different railways but not exceeding 1-12th of his salary. At the close of the half-year, the railway distributes as bonus among the depositors a first contribution equal to one-half of such subscriptions, and a second contribution, if the earnings permit of this being done, not exceeding one-half of such subscriptions or one per cent. of net earnings. In the case of the more prosperous railways, the double contribution is now generally obtained by depositors.

The amount thus subscribed amounted at the end of 1901 to nearly 378 lakhs of rupees, the bonus paid by railways amounting to nearly 87 lakhs.

Fine Fund. App. 42. 68. Fines inflicted on, and bonus contributions to the Provident Fund forfeited by, employees are not credited to the revenues of the railway, but to what is known as the Fine Fund. The amounts thus withheld are shown in Appendix No. 42. On most of the railways the money goes back again to the employees in the shape of contributions to recreation clubs, schools and similar institutions and in the relief of families left in destitute circumstances.

Schools.
App. 43.

69. On the larger railways, schools are provided and maintained at all centres where the number of children is large enough to justify the employment of the teaching staff. The fees charged are graduated so as not to press too heavily on the poorer employees. Government in the Educational Department allow a certain grant for every child who passes the tests prescribed and any deficit is made good from the revenues of the railway or from the Fine Fund. Where the number of employees is not large enough to justify the provision of a railway school, and there already exists a public or private school in the town, the schooling fees are borne wholly or in part by the railway.

The number attending school amounted, at the close of 1901, to 5,377 children and 3,581 apprentices and workmen, the contributions by Government amounting to Rs. 35,601; by the railways to Rs. 1,34,447; and by fees to Rs. 1,33,971.

The assistance thus given to employees is much appreciated, and a proper standard of education is ensured by the examination which is conducted yearly by the Government Inspectors of Schools before the grant can be drawn.

SIMLA;

A. BRERETON,

Dated 30th April 1902.

Secretary to the Government of India,

Public Works Department,

Railways.

APPENDICES of MILEAGE AND CAPITAL OUTLAY.

APPENDIX I.

List of Railways comprising

Railway System of India at the close of the Calendar year 1901, alphabetically arranged,

with their lengths, the administrations by which worked, gauge and classification.

(Referred to in paragraph 6 of Roport.)

N.B.—For particulars of railways comprising each Railway Administration, see Appendix 2.

						Len	TH OF E	AILWAY DER SEV	, IN MIL ERAL HE.	ES, OPEN	on 31st	DECEM	BEE
CLAS	sifica• 7 No.	Name of Railway.	Railway administration by which worked.	Date of first opening of any portion for	Gango.	worl	o lines ked by koy of		Assist-	states	wned by and worl	ced by	foreign
Main.	Snb.			traffic.		State rail- way.	Com-	teed railway.	od railway.	Nativo stato itself.	Com- pany.	State railway.	Lines in
		Α.											
9	(i)	A. Ahmedabad-Parántij .	Bombay, Bareda and	1-5-97	3′ 33″	•••			54.70				
8	(c)	Amráoti	Great India Ry. Co. Great Indian Poninsula.	16-2-71	5' 6"					ļ 	5.72		"
14	(a)	Assam-Bengal	Ry. Co. Assam-Bengal Ry. Co	1.7.95	3′ 33″		589.21	***				"	
		В.											"
26	(a)	Bársi Light	Bársi Light Ry. Co	1-3-97	2' 6"			 	21.59				
16	(a)	· ·	Bengal and North-	2-4-84	3′3∄″			"	743.00			"	***
		Bongal and North-West- orn (Company's section).	Western Ry. Co.			-""] "	""	
3	(a)	Bengal Central	Bengal Central Ry. Co.	16-10-82	5′ 6″	•••	125.01*	•••	•••	•••	•••	•••	
12 12	(a)	Bengal Docars Bengal Docars extensions	Bengal Dooars Ry. Co.	15.1.93	3′ 3½″ 3′ 3¾″	•••	"		36.40	•••		•••	
4	(b) (a)	Bongal-Nagpur	Bongal Dooars Ry. Co. Bengal-Nágpnr Ry. Co.	20-4-00 2-11-86	5' 6"	•••	1,552.98		74.30	•••	•••	•••	***
10	(b)	Bezwada extension .	Nizam's Guaranteed	10-2-89	5'6"		20.58		"	"		"	"
}			State Ry. Co.	į		""	""	•••	***	***	"	***	"
20	(a)	Bhavnagar-Gondal-Juna- gad-Porbandar.	Bhávnagar - Gondal- Junágad - Porbandar Ry. Co.	20-12-80	3′ 38″	•••		٠	·	333.84			-10-
	ſ	Bhopal-Itarsi (British see- tion).				•••	13.11	•••					b 1
S	(g) {	Bhopal-Itarsi (Nativo	Great Indian Poninsula Ry. Co.	1-6-82	5'6"								
8	(r)	stato section). Bhopal-Ujjain	J	41.44.05	ا بر میر	***	•••				44.28	•••	•••
18	(f) (b)	Bikanor	Great Indian Peninsula Ry. Co Johnnr-Bikaner Ry.	9-12-91	5′ 6″ 3′ 3 <u>7</u> ″	•••	•••	•••			113.27	•••	•••
8	(e)	Bina-Goona-Bárán	Great Indian Poninsula	23-9-95	5' 6"	•••	""	•••		157:35	******		"
21	(e)	Birnr-Shimoga	Ry. Co. Southern Mabratta Ry.	1-12-99	3' 33"	•••	"	***	***	"	145·59 37·92	•••	
	,,,		Co.		0.5	***			•••	"	01.02	"	"
9	(a)	Bombay, Baroda and Control India.	Bombay, Baroda and Central India Ry. Co.	10-2-60	5′6″	***	•••	460.90					-
2	(c)	Brahmapntra-Snltanpnr .	Eastorn Bongal Stato	1-4-99	3′ 33″	•••			59.19				
24	(a)	Burma	Burma Railways Co	2-5-77	3′ 3¾″	•••	1,177.70			} .			
		С.										,	
5	(a)	Calentta Port Commis- sioners'.	Calcutta Port Commis- sionors' Ry.	1-11-75	5' 6"	•••		•••	7.65	•••	***	.00	·
6	(c)	Cawnporo-Burhwal (motre gange link).	Ondh and Rohilkhand State Ry.	24-11-96	3′ 3].″	79.60		•••		***	•••	•••	
2	(c)	Cooch Behar	Eastern Bengal State	15-9-93	2' 6"	•••		•••				33.78	111
	Í	D.	Ry.										
7	(g)	Dandot Light	North Western State	5-7-89	2′0″	6.18		•#		•••	•••	•••	
30	(a)	Darjeeling-Himalayan .	Ry. Darjeeling-Himalayan	23-8-80	2′ 0″	•••			51.00	•••	•••		
1	(b)	Delhi-Umballa-Kalka	Ry. Co. East Indian Ry. Co.	4004	r, on						-	•	
15	(a)		Deoghur Ry. Co.	1-3-91 23-12-82	5′ 6″ 3′ 3 <u>₹</u> ″	•••	•••	•••	162-21	•••	•••	•••	u+
	. '	., , ,		20-12-02	U 08"	•••			4.79				10
				Carried	over .	85-78	3,478-59	460.90	1,214.86	491.19	316.78	93.78	210

^{*} Although for convenience elassed amongst State lines, this line is the property of the Bengal Central Railway Company.

List of Railways comprising

Railway System of India at the close of the Calendar year 1901, alphabetically arranged,

with their lengths, the administrations by which worked, gauge and classification.

(Referred to in paragraph 6 of Report.)

N.B.—For particulars of railways comprising each Railway Administration, see Appendix 2.

	p. 7		particulars of railways ed				TH OF R	AILWAY,	IN MILE	S, OPEN	on 31st	Десе мве	ie.
CLASS	ifica- No.	Name of Railway.	Railway administration by which worked.	Date of first opening of any portion for	Gange.	work	lines ed by acy of	Guaran-		Lines o	owned by s and wor agency o	Nativo ked by	foreign
Main.	Şub.	1		traffie.		Stato rail- way.	Com- pany.	railway.	railway	Native state itself.	Com- pany.	State railway.	Lines in foreign territory.
				Bronght f	orward	85.78	3,478 59	460 90	1,214.86	491·19	316 78	33.78	
		Dconcld.											
20	(d)	Dhrángadrá	Bhavungar-Gondal-Jana- gad-Porbandar Ry. Co.	1-6-98	3′ 3½″			•	•••	20*83	•••		***
13	(a)	Dibra-Sadiya	Dibru-Sadiya Ry. Co.	16-7-83	3′ 3‡″				77-50	•••	٠.,		•••
		E.											
2	(a)	Eastern Bengal State - Sonthern and Eastern		2-1-62	5' 6"	268-04			•••				•
2	(b)	sections. Northern and Behar	Eastorn Bongal	28 8-77	3′ 33″	458.59		•••		•1•	•••		•••
	(,,	sections. Kannıa-Dharlla branch and Santrabari exten-	Stato Ry.	18-7-81	2′ 6″	41'84			•••		•••		•••
}		sion. Dacea section	J	4-1-85	3' 3}"	85.92			•••		•••	•••	***
1	(a)	East Indian	East Indian Ry. Co .	15-8-54	5′6″	•••	1,838.01		•••		•••	•••	`•••
		, G.											
9	(X)	Gaekwar's Dabhoi	Bembay, Bareda and	8-4-73	2' 6"	•••				•••	78.80		•••
9	(h)	Gaekwar's Mehsána	Contral India Ry.	21-3-87	3, 35,,	•		•••		•••	92 63		•••
9	(f)	Godhra-Butlam-Nágdú .	J Great Indian Peninsula	16-1-93 18-4-53	5′ 6″ 5′ 6″	•••	141.14	•••	•••	•••	•••		***
	(a)		Ry. Co,			•••			•**	•••	•••		•••
21	(c)	Guntakal-Mysore frontier	Southern Mahratta Ry. Co.	1-3-92	3, 37,	•••	119.50	•••		•••	•••	***	***
8	(h)	Gwalior Light	Gleat Indian Peninsula Ry. Co.	2-12-99	2' 0"	•••		•••	•••	•••	126.14		***
		H.											
6	(b)	Hardwar-Dohra	Oudh and Rehilkhand State Ry.	1-3 00	5′ 6″				32 04		•••		111
21	(d)	Hindupur (Yosyantpur-	Sonthern Mahratta Ry.	15-12-92	3, 35,,				•••	•••	51.35		
31	(a)	Mysore frontier). Hewrall-Amta	Howrah-Amta Ry. Co.	1-7-97	2' 0"				28.69				
32	(a)	Howrah-Sheakhala .	Hewrah-Sheakhala Ry.	2 8-97	2′0″				19.75		•••		4++
10	(c)	Hyderabad-Cédávari Valloy.	Co. Nizam's Gnaranteed State Ry. Co.	21-10-99	3′ 3}″				•••		391·42		•••
		I.											
8	(d)	Indian Midland	Great Indian Peninsula Ry. Co.	10-1-78	5′ 6″		796 25						
				Carried	ovor .	910.17	7,921.79	460.90	1,372.84	512:02	1,087·12	33.78	

Appendix I. List of Railways.

APPENDIX I-contd.

List of Railways comprising

Railway System of India at the close of the Calendar year 1901, alphabetically arranged,

with their lengths, the administrations by which worked, gauge and classification.

(Referred to in paragraph 6 of Roport.)
ailways comprising each Railway Administration, see Appendix 2.

						Len	GTH OF 1	RAILWAY	, IN MIL	ES, OPEN	on 31st	DECEMI	BER
CLASSI	IFICA- No.	Name of Railway.	Railway administratiou by which worked.	Date of first opening of any portion for	Gauge.	State work	lines ed by ey of	Guaran-		Lines	owned by and wor agency	Nativo	reign
Main.	Sub.			traffic.		Stato rail- way.	Com- pany.	railway.	railway.	Nativo stato itself.	Com- pany.	State railway.	Lines in foreign territory.
		J.		Brought fo	rward .	910-17	7,921·79	460.90	1,372.81	512-02	1,087·12	33 ·78	
7	(d)	Jammu aud Kashmir (Native stato section).	North Western State Ry.	15-3-90	5′ 6″	•••						15.92	
20 20	(b) (c)	Jámnagar Jetalsar-Rájket	Bhávnagar-Gondal- Junágad-Porbán- dar Ry. Co.	8-4-97 12-4-93	3, 3 <u>}</u> ,,					54·28 46·23			
_1 8	(a)	Jodhpur	Jodhpur-Bikaner Ry	24-6-82	3' 33"					454.94			""
	(c)	Jodhpur-Hyderabad (Bri-	Jodhpur-Bikaner Ry	18-8-92	3′3}″		123.98	'					"
83	(a)	tish section). Jorhát	Jorhát State Ry	15-12-84	2′0″	\$0·25						•••	
23	(c)	Káraikkal-Peralam	Senth Indian Ry. Co	14-3-93	3' 3}"					\	}	1	
8	(b)	Khamgion · · ·	Great Indian Peninsula Ry. Ce.	4-3-70	5′ 6″						7.89		14.65
11	(0)	Kolar Gold-fields	Madras Ry. Co	1-6-94	5' 6"]]	9.88]
21	(f)	Kolhápur	Southern Mahratta Ry.	21-4-91	3′ 3§″						29.27	••	
		L.											
13	(b)	Ledo and Tikak-Marghe- rita Colliery.	Dibrn-Sadiya Ry. Co	17-2-84	3' 3}"				11.00				
17	(b)	Lucknow-Bareilly	Rohilleund and Kumaou	12-10-84	3′ 3≩″		231.17						
7	(e)	Ludhiána-Dhuri-Jakhal . 7/1	Ry. Co. North Western State Ry.	10-4-01	5' 6"							78.66	
		М.											1
11	(a)		Madras Ry. Co	1-7-56	5′ 6″	、"		873.17	•••			•••	
11	1	Madras (North-East line)	·	20-2-93	5′ 6″	"	497.22		•••				
25	(a)	Morvi	Morvi Ry	11-3-86	2'6"			•••		91.36			
2	(d)	Mymensingh-Jamálpur- Jagannathganj.	Eastern Bengal State Ry.	15-10-98	3′ 33″				53.37				
21	(g)	Mysore-Nanjangúd	Southeru Mahratta Ry. Co.	1-12-91	3' 3}"						15.66		"
21	(b) _.	Mysoro section (Senthern Mahratta).	Seuthern Mahratta Ry.	1-2-81	3′3§″		296*36						
		N.											
9	(c)	Nágdá-Ujjaiu	Bombay, Bareda and Central India Ry. Co.	15-7-96	5' 6"						31.32		"
11	(đ)	Nîlgiri	Madras Ry Co	15-6-99	3, 35,		•••		16.90]	
10	(a)	Nizam's GnaranteedState	Nizam's Guaranteed State Ry. Co.	9-10-74	5' 6"						830.13		•••
7	(a)	North Western State .	North Western State	13-5-61	5′ 6″	3,077·12						•••	
7	(f)	Nowshera-Durgai	North Western State Ry.	1-1-01	2' 6"	40.25		 					
6	(a)	Ondh and Robilkhand State	Ondh and Rohilkhand Stato Ry.	22-12-62	5' 6"	1,037:53				•••		***	
				Carried	lover .	5,125:32	9,070:52	1,331.07	1,454·11	1,161.83	1,514:27	128:36	14.65

APPENDIX 1-concld.

Appendix 1. List of Railways.

List of Railways comprising

Railway System of India at the close of the Calendar year 1901, alphabetically arranged,

with their lengths, the administrations by which worked, gauge and classification.

(Roforfed to in paragraph 6 of Report.)

N.B.—For particulars of railways comprising each Railway Administration, see Appendix 2.

					•	Leng	TH OF R	AILWAY, DER SEV	IN MILI	es, open ads of (on 31st	DECEMBE	B
CLASS TION	ifica- i No.	Name of Bailway.	Railway administration by which worked.	Dato of first opening of any portion for	Gange.		lines ed by by of	Guaran- tced	Assist-	states	wned by and work agency of	Native od by	reign
Main.	Sub.			traffio.		State railway.	Com-	railway.	railway.	Native state itself.	Com- pany.	State railway.	Línes in foreign territory.
		P.		Brought fo	orward.	5,125:32	9,070-52	1,334.07	1,454·11	1,161.83	1,514*27	128.36	14.65
9	(j)	Pálanpur-Deesa	Bombay, Baroda and Contral India Ry. Co.	8-11-93 22-4-01	3' 3¾"		17:28	•••	***	***	•••		•••
9	(c) (d)	Parlakimedi Light Petlád-Cambay (Ávand- Tarapur section).	Bengal-Nágpur Ry. Co. Bombay, Baroda and Central India By. Co.	5-5-90	5' 6"			•••	25.00		21.20		•••
9	(e)	Potlad-Cambay (Tarapur- Cambay section).	Bombay, Baroda and Central India By. Co.	20-6-01	5′ 6"	 .	•••				10.92		•1•
24	(ā)	Poudicherry	South Indian Ry. Co	15-12-79	3′ 33″								7.85
17	(c)	Powayan Light ${f R}$.	Rohilkund and Kumaon Ry. Co.	17-6-90	2′ 6″	•••	•••	•••	39.50	•••	•••		
4	(b)	Raipur-Dhamtari branch	Bengal-Nágpur Ry. Co.	10-9-00	2′ 6″	•••	56.24		}				***
9	(1)	Rajpipla	Bombay, Baroda and Central India Ry. Co.	1-7-97	2' 6"		•••			***	37:37		•••
7	(c)	Rájpura-Bhátinda	North Western State Ry.	1-11-81	5′ 6″			•••		***		107.05	***
مسا	(g)	Rajputana-Malwa	Bombay, Baroda and Central India Ry. Co.	14-2-73	3′ 33″		1,6 1 8°36	•••	•••	•••	•••		•••
28	(a)	Ránaghat-Krishnagar .	Rånaghat-Krishnagar Light Ry. Co.	5-4-99	2'6"	•••		***	20.25	***			***
17	(a)	Rohilkuud and Kumaou S.	Rohilkund and Ku- maon By. Co.	12-10-81	3' 37"	•••		•••	53.92	***	 .		•••
16	(c)	Sagauli-Raxaul	Bengal and North- Western Ry. Co.	1-8-99	3′ 3¾″			***	18.09	•••	•••	•••	•••
1	(c)	South Behar	East Indian Ry. Co	5-7-99	5' 6"			•••	78.76	***			•••
23	(a)	Sonth Indian	Sonth Indian Ry. Co. ,	15-7-61	3, 33,,		1,033.63						•••
21	(a)	Sonthern Mahratta	Southern Mahratta Ry.	24-3-81	3, 35,,		1,012.01					•••	•••
. 7	(b)	Southern Punjab	North Western State Ry.	1-2-99	5′ 6″				423.93				•••
		Т.											
23	(b)	Tanjore District Board (Mayavaram-Mutupet).	South Indian By. Co	2-4-94	3′3§″		54.03						•••
9	(6)	Tapti Valley	Bombay, Baroda and Central India Ry. Co.	1-12-98	5'6"				155:48			. 	<i>,</i>
27	(a)	Tárakeshwar-Magra .	Bengal Provincial Ry.	7-11-91	2′ 6″				31.12				
1	(d)	Tarkessur	East Indian Ry. Co	1-1-85	5'6"				22.23				
29	(a)	Tezpur-Bálipara	Tozpur-Bálipara Ry. Co.	9-8-94	2' 6"				20.10	,		·	
34	(a)	Thatôn-Duyinzaik Light	Thatôn-Duyinzaik Light	11-2-85	2′ 6″				7.76				
16	(6)	Tirhoot State	Bengal and North-West- ern Ry. Co.	.1-11-75	3' 3}"		519.10						
V 19	(a)	Udaipur-Chitor	Udaipur-Chitor Ry	1-8-95	3' 3 <u>?</u> "					67:30			
•		W.											
22	(a)	West of India Portuguese	West of India Portu- guese Ry. Co.	17-1-87	3′ 33″	\						•••	51.11
		Total railway milçage oper	l in India and Burma on th	e 31st Decer	2ber 190	5,125:3	2 13,441.2	1,334.07	2,350.2	1,229-1	3 1,584 00	235.41	73.61

APPENDIX 2.

Appendix 2. Railway systems.

Railways worked by each Railway Administration at the close of the Calendar year 1901.

For mileage added during 1901, see Appendix 3; and for mileage sanctioned for construction, see Appendix 5.

(Referred to in paragraph 6 of Report.)

Classifica No.	TION			LENGTH 31st I	OF LINE			TOTAL OF	EACH GAU ADMINISTR	GE UN ATION.	DER	Grand total mil
Main.	Snh.	East Indian (E. I.)	Name of railway.	5′ 6″	s' 3}"	2' 6"	2′ 0″	5′ 6″	3′ 3¾″	2' 6"	2' 0"	age of railway worked t the admi istratio
1	(a)	(East Indian	*1,838 ·04	•••							
1	(b)	į	Delhi-Umballa-Kalka	162:24	•••	\				İ		ĺ
	(6)	East Indian (E. I.)	South-Behar	78.76	•••				•			
	(d)	· ·	Tarkessur	22-23				2,101:27	•••	•		2,101
2	(a)	ſ	Eastern Bengal State	†268·01				,				
	(b)		Eastern Bengal State		511.21	41.81				ľ		
	(c)	Eastern Bengal States	Brahmaputra-Sultanpur .		5919							1
	(d)	(E, B. S.)	Mymensingh-Jamálpur-Jagannathganj.	•••	53:37		•••					
	(e)	Į	Coech Behar	•••		33.78		268.01	657:07	75.62		1,060
3	(a)	Beugal Central (B. C.) .	Bengal Central	125.01				125.01				125
4	(a)	. (Bengal-Någpur	‡1,552 98					<u> </u> 			
	(b)	Bengal·Nágpur (B. N.)	Raipur-Dhamtari			56.24						
	(c)		Parlakimedi Light			25.00	,	1,552.98	. 	81-24		1,634
Б	(a)	Calcutta Port Commis- sioners' (P. T.)	Calcutta Port Cemmis- sioners'.	§7·G5				7:65				,
E	(a)		Ondh and Rehilkhand State	1,037.53								
	(b)		Hardwar-Dehra	32.04								-
	(c)	State (0. & R.)	Cawapore-Burhwal (metre gauge link).		79.60		,,,	1,069.57	79.60			1,14
7	(a)		North Western State . •	**†† 3,077·12								
	(b)		Southern Punjab	423.93								
	(c)		Rájpura-Bhátinda .	107.05	į							
	(5)	North Western State	Jammu and Kashmir	İ	ł				1			
		(N. W.)	(Native state section).	F0.00								
	(c)		Lndhiana-Dhuri-Jakhal Nowshera-Durgai	78.66		40.25	•••					1
	(f) (g)		Dandot Light	***	***		6.18	3,702.68		40.25	6.18	3,749
	(8)		Danior Digita				1 20	1 5,102 30		20 20	320	3,11
				}	Can	rried ov	-	8,827.20	796.07	197:11	6:18	9,76

^{*} From Howrah to Moghal Sarai, 470.02 miles, the Hooghly bridge branch, 4.22 miles, and Sitarampur to Barakar, 9.76 miles, are laid with double track.

[†] From Calentta to Poradaha, 102.47 miles, Canal Junction to Chitpore, 1.88 miles, and Calentta (Sealdah) to Dock Junction, 7.86 miles, are laid with double track.

[#] Including 16.75 miles laid with double track.

[§] Including 1.49 miles laid with donble track.

[#] Excluding \$.66 miles, Aishbagh to Daliganj, laid on a mixed gauge.

⁴⁶ Including 5.63 miles military lines not used for public traffic and 26.28 miles of mixed gauge mileage between Bhátinda and Kot Kapurz†† From Kiámiri to Kotri, 108.00 miles, Mean Meer East to Mean Meer West, 2.13 miles, Gulistan to Chaman, 26.82 miles, and Ab-i-Gum to Kolpur, 23.54 miles, are laid with double track.

Railways worked by each Railway Administration at the close of the Calendar year 1901.

For mileage added during 1901, see Appendix 3; and for mileage sanctioned for construction, see Appendix 5.

	CATIO	Railway administra		Lenc 31	TH OF L	INE OP	EN ON 001.	TOTAL	OF EACH	GAUGE (STRAT)	UNDER	Gra
Main.	Snl	tion by which worked.	Name of railway.	5′ 6″	3′ 3§	" 2' 6'	" 2' 0'·	5" 6"	8′ 38	" 2'	5" 2'0	total age raily works the ac istra
•	B (a)				Brongli	t forwa	rd .	8,827-2	0 736.0	7 197	1 61	9,70
	(6)		Great Indian Peninsula	. #1,518.2	7		1	1				3,10
	(c)	•	Khamgaon	7.8	1	7		1	1			I
	(a)	1	Amrúoti	5.75) ""			l	1	1		j
	(e)	Great Indian Penin	Indian Midland (I. M.) Bina-Goona-Baran	796-25	1			j	1			
	(1)		3 (145.50	1			ł		1		1
	(9)	1	Bhopal-Ujjain	113.27								
	(h)		Bhopal-Itarsi	57:39					İ			1
	"		Gwalior Light	· ···			126 14	2,674.38			126.14	2,800
9	(a)		Bombay, Baroda and Centra	1160.90								2,000
	(6)		Tapti Valley	155.48						1		
	(c)		Nágdá-Ujjain	34.32				•				
•	(d)		Petiad-Cambay (Anand-Taraphr section).	1								
	(e)	Pomber Panala and	Petlad-Cambay (Tarapur-Cambay section).	10 92	•••							
	(g)	Bembay, Baroda and Central India	Godhra-Rutlam-Nágdá	141-14	‡ §							
ļ	(h)	(B., B. & C. I.)	Rajputana-Malwa (R. M.).		1,648.86							
	(6)		Gaekwar's Mehsann		92.63]					
	G		Almedabad-Parántij		51.70				-			
1	(k)		Palanpur-Deesa		17:28							
1	(1)		Gackwar's Dabhei		•••	78.80						
	"	(Rajpipla			37:87		824 26	1,812-97	116.17		2,753
10	(a)	H. H. Nizam's Gnaran.	H. H. Nizam's Gnaranteed State.	330·13								-,,,,,,
	(b) (c)	teed State (N. G. S)	Bezwada extension	20 58				,			ĺ	
11	(a)	(Hyderabad-Gódávari Valley Madras		391.42			350.71	391.42			7421
	(b)	į		873-17							Î	
	(c) 2	Madras (M.)	Madras (North-East line) .	¶497·22		•••		}				
	(a)		Kolar Gold-fields	9.88				l			1	
12	(a)	· ·	Nílgiri (N.)	:	16 90-			1,380.27	16.50			1,397.1
	(p) 1	Bengal-Decars (B. D.)	Bengal-Decars extensions		36·40 74·30	"	"	Ì			l	
13	(a)	c	Dibru-Sadiya		77:50				110.70			110.7
	(9)	Oibrn-Sadiya (D. S.)	Ledo and Tikak-Margherita Colliery.		11.00		-		88:50			88.50

^{*} From Bembay (Victoria terminus) to Khandwa, 353 14 miles, Kalyan to Lonávla, 45 42 miles, and Bhusaval to Shegaen, 62 37 miles, are laid

[†] Frem Bembay (Colába) to Daman Road, 108'31 miles, and Sachin to Ahmedabad, 31'22 miles, are laid with double track.

[‡] Including 26.28 miles of mixed gange mileage between Bhatinda and Kot Kapura.

⁵ From Agra Fort to Agra Cantenment, 1.14 miles, are laid with double track.

^{||} From Madras to Arkonam, 42:42 miles, and Washermenpet to Veya-arpaudy, 1 mile, are laid with double track.

T 1ncInding 2.66 miles laid on a mixed gauge and 0.31 mile on the 3.37, gauge and 4.24 miles laid with donble track.

Appendix 2. Railway systems.

APPENDIX 2-contd.

Railways worked by each Railway Administration at the close of the Calendar year 1901.

For mileago added during 1901, see Appendix 3; and for mileage sanctioned for construction, see Appendix 5.

(Referred to in paragraph 6 of Report.)

Assifica No.	TION			Lèngth (ECEMBER	PEN 01 1901.	31st		F EACH GAI ADMINISTE		. 1	Grand total mile
Main.	Sąb.	Railway administration by which worked.	Namo of railway.	5′ 6″	3′ 3¾″	2' 6"	2′0″	5′ 6″	3′ 33″	2′6″	2' O'	age of railways worked by tho admin istration
i					Brought :	forwar	[a .	14,056.82	3,157·16	313:28	132:32	17,659 55
14	(a)	Assam-Bengal (A.B) .	Assam-Bengal		589-21		'		589•21			589-2
15	(a)	Deoghnr (D.)	Deoghur	•••	4.79				4.79			4.7
16	(a)		Bengal and North-Western		743.00							
	(b)	Bengal and North-J Western (B. & N. W.)	Tirhoot State		519.10							
	(c)	l	Saganli-Raxaul		18.09				1,280.19			1,2801
17	(a)	ſ	Rohilkund and Kumaon .		53 92							
	(b)	Rohilkund and Kumaon (R. & K.)	Lncknow-Bareilly	j	231-17			j				
	(c)	(10, 60 11.)	Powayan Light		•••	39.50	•••		285.03	39:50	•••	3241
18	(a)	ſ	Jodhpur State		454.94							
	(b)	Jodhpur-Bikanor (J.	Bikaner Stato		157.35			1	}	{		1
	(c)	B.)	Jodhpur-Hyderabad (British section).	•••	123 98				786:27			736
19	(a)	Udaipur-Chitor (U. C.) .	Udaipur-Chitor		67:30				67:30			67:
20	(a)	ſ	Bhávnagar-Gondal-Junágad- Porbáudar.		* 333·84							
		Bhavnagar-Gondal-			+					l		
	(6)	Bhávnagar-Gondal- Juuágad-Porbándar (B. G. J. P.)	Jámnagar		51 28			Í				
	(c) (d)		Jetalsar-Rájkot Dhrángadrá		46·23 20·83				455•18			455
	(4)		2 and a second			"						
21	(a)	ſ	Southern Mahratta		1,042.04			119				1
l	(b)	Į.	Mysoro section (Sonthern Mahratta).		296.36	•••	•••					
	(c)		Guntakul-Mysore frontier •		119.50							
	(d)	Sonthorn Mahratta (S. M.)	Hindnpur (Yesvantpur-My- sore frontior).		51.35							
1	(e)		Birur-Shimoga		37.92					1		
	(f)		Kolhápar		29.27					1		
	(g)	Į	Mysore-Nanjangúd		15.66				1,592.10			1,592
22	(a)	West of India Portuguese (W. I. P.)	West of India Portuguese •	`	51·11		 		51·11			51.
				,						<u> </u>		<u> </u>
				1	· Carrie	d over		14,056.82	8,218.40	35278	 13232	22,760

^{*} Including 4.87 miles of dock estate and quarry lines.

[†] Including 8.99 miles of dock estate lines.

Railways worked by each Railway Administration at the close of the Calendar year 1901.

For mileage added during 1901, see Appendix 3; and for mileage sanctioned for construction, see Appendix 5.

(Referred to in paragraph 6 of Report.)

	<u> </u>		(Referred to in par	ragraph 6 c	of Report	.) ——			····			
Classific No.	MOITA			LENGTH C	of line o eccuber	PEN OF	Tall v	TOTAL C	F EACH GA ADMINISTE	uge u: ATION	NDER	Grand total mile+
Main.	Sub.	Railway administration by which worked.	Name of railway.	5′ 6″	3' 37"	2' 6"	2' 0"	5′ 6″	3' 3¾"	2' 6"	2' 0"	age of railways worked by the administration.
					Brought	forwar	đ.	14,056.82	8,218.40	352•78	132:32	22,760:32
23	(a)	ſ	South Indian		1,033.63							
	(6)	Sonth Indian (S. I.) . <	Tanjoro District Board (Máyavaram-Mutupet).		54.08							
	(c)	South Indian (6.1.)	Káraikkal-Peralam		14.65	.,.	•••					
	(d)	į	Pondicherry		7·85				1,110 21	•••		1,110'21
24	(a)	Burma (B.)	Burma		1,177 70	•••	•••		1,177.70	•••		1,177'70
25	(a)	Morvi (M. R. W.)	Morvi			94:36			•••	94-36		94:36
26	(a)	Bársi Light (B. L.)	Barsi Light			21.59			11.7	21.59		21.59
27	(a)	Tárakeshwar-Magra (B. P.).	Tárakeshwar-Magra			31.12			•••	31·12		31.12
28	(n)	Rånaghat-Krishnagar (R. K. L.)	Ránaghat-Krishnagar .			20.25		1	•••	20.25		20.25
29	(a)	Tezpur-Bálipárá (T. B.)	Tezpur-Bálipárá		•••	20-10			•••	20 10		20·10
30	(a)	Darjeoling-Himalayan (D. H.)	Darjeeling-Himalayan .				51 00				51.00	51.00
31	(a)	Howrah-Amta (H. A.) .	Howrah-Amta				29 69		···		28.69	28.69
32	(a)	Howrah-Sheakhala (H. S.)	Howrah-Sheakhala				19.75		•••		19.75	19.75
33	(a)	Jorhát (J)	Jorhat				30 25		•••		30.25	30.22
34	(a)	Thatòn-Dnyinzáik (T. D.)	Thatôn-Duyluzáik			770				7.76		7:76
į		Total railway m	ileage opon in India and Burr	na on the S	31st Dece	mbor 1	901 .	14,056 82	10,506.31	547 9	262 0	25,373·10
!												
1												
				1				[
		I.										
					1					Į		<u> </u>

^{*} From Rangeon to Insein, 9'00 miles, Mychaung to Mandalay, 2'45 miles, and Nahakaung to Naba, 0'35 mile, are laid with double track.

Appendix 3. Additions to mileage.

APPENDIX 3.

Mileage added to the Railway System of India during the Calendar year 1901.

Note.—The additions shown in this statement are included in the figures shown in Appendices 1 and 2. (Referred to in paragraph 6 of Report.)

	SIFICA N No.	Ranway admin				ADDIT	ONS IN	MILES M. DURING	ADE TO (OPEN MI	LEAGE
		istration to which railway has been added.	Name of owning railway.	Section of line added during	Date of opening for traffic.		Length.		Total n railway	nileage a administ	dded to tration.
Main.	Sub.	3 .			•	5′ 6″	3′ 38″	2'6"	5' 6"	3' 33"	2' 6"
			F. 1	Teesta to Kaunia	ıst April Sth March	•••	4°42 0°69	0'57			
2	(6)	Eastern Bengal State.	Eastern Bengal State.	Raja Bhat Khawa to Jainti	ıst February .	•••	***	9°18	•••	5,11	9'73
			۲	(Santragachi to Shalimar	15th March	3*00		1			
4	(a)	Bengal-Nagpur	Bengal-Nágpur	Right Bank of the Cossye River to Midnapore.	Sth June	2.22	•••				
	(c)		Parlakimedi .	Naupada to Parlakimedi	22nd April .	•••	•••	25.00	5° 25		25.00
7	(a)		North Western	})	ıst January .	11.04					
		No. 41 Western	Jame.	(Hyderabad (Sind) to Rahoki	28th March .	6.04	•••	•••			
	(e)	North Western State.	Ludhiúna-Dhu- ri-Jakhal.		toth April .	78.65	***	•••			
	(£)		Nowshera-Dur- gai.	Nowshera to Durgai	1st January .	•••		40*25	95'74	"	40*25
9	(d)		Petia d-Cam- bay (Anand Tarapur sec- tion),	PetI4d to Tarapur	zoth June ,	8.12					
	(€)	Bombay, Baroda and Central India		Tarapur to Cambay	20th June ,	10'92	•••	`	19*07	•••	
11	(a)	Madras . •	Madras	Calicut to Badagara	ıst October .	28.75	•••	•••	28 *7 5		
12	(b)	Bengai Dooars .	Bengal Docars extensions.	Mal to Chalsa	ıst April 4th May		5°20 3 30	•••	•••	8•50	
13	(b)	Dibru-Sadiya .	Ledo and Tikak- Margherita	Margherita to Namdang	ıst January .	•••	3,00		•••	3,00	
	(-)	A Down	Anna Bangat	Lumding to Nazira	ıst January .		142*20				
14	(a)	Assam-Bengal	Assam-Bengal .	Nazire to Laklıwa	15th November		10.42		•••	152*95	•••
16	(b)	Bengal and North	Tirhoot .	Thana Bihpur to Kursela	1st February . 7th March .		23'75		3		
		Western.		Thanah Bihpur to Barari Ghat .	16th December		11.36			56.36	
18	(ð)	Jodhpur-Bika- ner.	Jodhpur-Bika ner (Bikaner section).	Dulmera to Suratgarit	1st January .		71*85		[71'85	
23	(a)	South Indian .	South Indian .	New Beach line	ıst February .	•••	0.20			0*59	
24	(a)	Burma .	Burma . ,	Nawnghkio to Hsipaw	ist June		53°70			53°70	
		1			Total m	ileage ad	ded in 19	o1 .	148.81	352°0ნ	75'00

APPENDIX 3-concld.]

Railways opened from the 1st January 1902 up to 30th April 1902.

(Referred to in paragraph 6 of Report.)

							Len	GTH.	
CLAS	sifica- n No.	Railway administration to which railway has been added.	Name of oaning railway.	Section of line added.	Date of opening.	5′ 6″	3′ 3¾″	2′ 6″	2' 0"
Main	Sub.								~
			MILEAGE ADDEI	D FROM THE 1ST JANU MARCH 1902.	ARY TO THE 3151				,
2	(b)	Eastern Bengal State	Eastern Bengal State.	Dharlia Bridge and approaches.	and January .	<i></i>	1.98	***	***
13	(6)	Bengal Dooars	Bengal Docars . Extension.	Oodlabari (Manabari) to Bagrakote,	1st January		3.52	•••	•••
		1	Total mileage add	ed from the 1st January to	the 31st March 1902		5'21	,	
			MILEAGE ADD	ED FROM THE 1ST TO 1902. N11.					
			Grand total mi	leage open on the 30th Ap	oril 1902	14,056	82 10,511.5	5 547'96	262'0

APPEN

Railway mileage open for traffic year by year under each railway

(Referred to in para

									N.B.—A refe	rence to Appe	ndix 2 will fo	arnish the key
CLAS No	5S:).	1	2	3	4		5	6	7	8		9
Calen Yea	dar r.	E. I.	E. B. S.	в. с.	B. N.	E. C.	Р. Т.	O. & R.	N. W.	G. I. P. (a) to (c).	I. M. (d) to (h).	3., B. & C. I.
1853 1854 1855	•	**** 38 120	***	••• •••	 	••• ••• •••	 	••• •••	•••	20 33 49	 	
1856 1857 1858 1859 1860		120 120 139 286 370 561		 	••• ••• ••• •••					S7 87 193 244 297 438		35
1862 1863	:	877 960	123 136	•••	•••	 	*** ***	411	142 142	495 55 5	•••	167 185
1854 1865 1866 1867 1868	•	1,131 1,135 1,155 1,480 1,380	140 140 140 140 140	 	••• ••• ••• •••	 	 	 42	142 350 350 403 403	588 704 825 855 876	***	306 306 306 306 307
1869 1870 1871		1,380 1,380 1,530	140 140 185	 	••• ••• •••	***	 	42 42 42	621 663 663	876 1,269 1,290	***	307 312 350
1872 1873 1874 1875		1,530 1,530 1,530 1,530	185 187 187 187	••• ••• •••	••• ••• •••	••• ••• •••	 2	293 456 540 544	663 663 663 725	1,295 1,295 1,313 1,336	 	389 524 777 917
1876 1877 1878 1879 1880		1,530 1,530 1,530 1,588 1,600	187 321 419 430 430	***	 53	*** *** *** ***	2 2 4 4 4	544 544 547 547 547 547	767 767 1,268 1,268 1,541	1,341 1,341 1,487 1,494	 66 66	996 1,001 1,098 1,237 1,412
1881 1882 1833 1684		1,600 1,603 1,605 1,605	454 483 504 519	"" 20 52 125	98 149 149 149	••• ••• •••	4 4 4	547 547 548 595	1,671 1,732 1,759 1,866	1,494 1,494 1,494 1,494	75 86 86 132	1,760 1,775 1,866 2,123
1885 1586 1887 1883		1,633 1,633 1,632 1,632	605 607 645 672	125 125 125 125	149 186 186 225	 	4 4 6 6	ნი <i>უ</i> 686 ნევ ნევ	1,873 1,873 2,414 2,458	1,494 1,493 1,493 1,493	132 174 173 268	2,187 2,188 2,268 2,268 2,213
1889* 1890 1891 1892 1893		1,632 1,632 1,794 1,794 1,797	74 ⁶ 764 777 812 834	125 125 125 125 125	348 584 831 831 862	 174	6 6 6	б92 692 692 692 741	2,541 2,567 2,482 2,612 2,613	1,493 1,403 1,402 1,490 1,490	734 734 734 734 734	2,219 2,216 2,313 2,313 2,355
1894 1895 1896 1897 1898		1,848 1,884 1,884 1,889 1,897	835 836 837 840 883	125 125 125 125 125	861 861 861 861 1,067	354 427 512 547 727	6 8 8 8	796 797 847 892 1,030	2,615 2,666 2,913 3,400 3,405	1,490 1,490 1,491 1,491 1,491	734 922 922 922 970	2,445 2,445 2,505 2,585 2,021
1001 1500 1500	:	1,974 2,104 2,101	944 989 1,001	125 125 125	1,190 1,2 ⁹ 3 1,634	803 SoS #	8 8	1,030 1,149 1,149	3,556 3,614 3,749	1,491 1,561 1,562	1,238 1,239 1,239	2,75 ⁸ 2,764 2,753

Transferred partly to the Bengal-Nagpur railway and port

DIX 4. administration and during the Viceroyalty of each Governor General.

Appendix 4. Mileage open yearly.

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to the code letters used to express railway systems.

10	11	12	13	14	15	16	17	18	19	20	Class: No.
N. G. S.	м.	B. D.	D. S.	А. В.	D.	B. &. N. W.	R&K.	J. B.	υ.c.	B. G . J. P.	Calendar Year.
***	•••	::: :::	•••	***	•••	610 011 410	*** *** ***	•••	•••	••• •••	1853 1854 1855
4.0* 000 000 000 000 000	65 80 95 95 136 296	••• ••• ••• •••		*** *** *** ***	*** *** *** ***	000 000 000 010 010 000	••• ••• ••• •••	 	**** *** *** *** ***	••• ••• ••• •••	1856 1457 1858 1859 1860 1861
***	447 447	0 0 d 0 1 d	•••	•••	***	106 601	 	•••	### ###	•••	1862 1863
*** *** *** ***	569 609 643 643 676	*** *** ***	••• ••• •••	•••	*** *** *** ***	40 <i>0</i> 040 040 040 080	••• ••• ••• •••	••• ••• ••• •••	100 100 100 100 100 100	•••	1864 1865 1866 1867 1868
•••	705 781 830	*** ***	414 414 444	400 010 010	•••	*** ** ***	30, 00, 310	***	•••	•••	1869 1670 1871
 "121 121	\$30 858 858 858	•••	***	••• ••• •••	400 000 000 000	••• 53 43	••• ••• •••	000 000 000 000	0 40 0 40 0 40 40	•••	1872 1873 1874 1875
121 121 121 121 121	858 858 858 858 858	••• ••• •••	*** *** *** ***	*** *** *** ***	410 410 410 410 901	43 78 85 85 85	010 110 211 211 211	*** *** *** ***	*** *** ***	105	1876 1877 1878 1879 1880
121 121 121 121	858 861 861 861	•••	 15 38 69	•••	 4 5 5	85 85 193 301	••• ••• ••• 90	*** 18 18 44	••• ••• •••	192 192 193 193	1881 1882 1883 1894
121 204 205 305	861 859 827 838	***	77 77 77 77	***	4 5 5 5	529 622 635 6 49	195 146 90	64 64 124 124	944 000 000 004	193 193 193 209	1885 1886 1897 1888
351 354 351 354 445	839 839 839 839 839	 32	- 77 77 77 77 77	*** *** *** ***	55555	649 699 739 756 7 56	195 212 283 283 307	124 124 291 364 364	000 010 000 010	332 333 333 333 380	1889 1890 1891 1892 1893
353 353 353 353 351	849 849 849 849 849	36 36 36 36 36	77 77 77 87 85	 129 286 361 379	5 5 5 5 5	756 756 820 827 928	324 324 324 324 324 324	364 364 364 364 406	 60 60 61	380 380 380 434 455	1594 1895 1896 1897 1898
505 735 742	870 871 1,397	36 102 111	85 85 88	432 436 589	5 5 5	1,103 1,224 1,280	324 324 324 324	475 609 736	67 67 67	455 455 455	1899 1900 1901

to the Madras railway on the 1st January 1901.

P. T. O.

administration and during the Viceroyalty of each Governor General.

graph 7 of Report.)

to the code letters used to express railway systems.

31	32	33	34	Total	Deduct correc-		Total		CLASS:
н. А.	H S.	J.	T. D.	actual mileage opened during the year.	tions, aban- don- ments, etc., of mileage.	Net mileage open during the year.	mileage open for	Viceroys.	CALEN- DAR YEAR.
***	***	••• ••• •••	·	20 50 99	-1 -1	20 51 98	20 71 169	Marquis of Dalhousie	1853 1854 1855
	•••	 	*** *** *** *** ***	103 15 140 198 212 748	 +1	103 15 140 198 213 749	272 287 427 625 838 1,587	Earl Canning	1856 1857 1858 1859 1860 1861
	•••		•••	746 174	•	746 174	2,333 2,507	Earl of Elgin	{ 1862 1863
		***	•••	451 405 200 367 78	···	451 405 200 366 79	2,958 3,363 3,563 3,929 4,008	Lord Lawrence	1864 1865 1866 1867 1868
·	•••		•••	248 516 302		247 516 303	4,255 4,771 5,074	} Earl of Mayo	{ 1869 1870 1871
•••	•••	•••	' 	303 327 477 368	-8 +1 +52 -51	295 328 529 317	5,369 5,697 6,226 6,543	Lord Northbrook	(1872) 1873) 1874 (1875
	•••		••• ••• ••• •••	319 460 900 269 668	 +1 +6	319 460 901 275 668	6,862 7,322 8,223 8,498 9,166	Lord Lytton	1876 1877 1878 1879 1880
				728 252 359 1,190		728 259 309 1,173	9,894 10,153 10,462 11,635	Marquis of Ripon	\[\begin{pmatrix} 1881 \\ 1882 \\ 1883 \\ 1884 \end{pmatrix} \]
		29 27 31 31	8 8 8	651 643 1,214 482	+1 -34 -1 -9	652 609 1,213 473	12,287 12,896 14,109 14,582	Earl of Dufferin and Ava	1885 1886 1887 1888
		28 28 28 23 23	8 8 8 8	1,326 515 997 577 616	-15 -1 -90 +3	1,311 514 907 580 616	15,893 16,407 17,314 17,894 18,510	Marquis of Lansdowne	1889 1890 1891 1892 1893
 14 28	 17 19	28 28 28 28 28	8 8 8 8	409 659 706 845 898	-13 -10 +1 +16 +27	396 649 707 861 925	18 906 19,555 20 262 21,123 22,048	Earl of Elgin	[1894 1895 1896 [1897 1898
29 29 29	20 20 20	28 30 30	8 8 8	1,484 1,237 576	-4 -5 + 37	1,480 1,232 613	23,528 24,760 25,373	Lord Curzon	{ 1899 1900 1891

APPENDIX 5.

Mileage under construction or sanctioned at the close of the Calendar year 1901.

(Referred to in paragraph 9 of Report.)

Note. - Railways opened since close of year are shown in Appendix 3.

	. —		1	-Railways opened s	1	ī								
CA'	ssiri- rion lo.					Mi	LEAGE	SANCTI B	ONED A	ND ST	LL RES	IAININ	G TO	
Main.	Sub.	Railway adminis- tration by which being con- structed.	Name of owning railway.	Section of line the construction of which has been sanctioned.	Date construc- tion was sanctioned.	Mile	age san Consti	ructed.	to be	cons	truction	ctioned by the inistrat	rail-	Remarks.
man.	Jab.					5' 6"	3′ 3¾″	2' 6"	2' 0"	5' 6"	3′ 31″	2′ 6″	2′ 0″	
				Barun to Dalton- ganj tincluding the colliery	16th May 1897.	78.32								Work commence
				branch). Sitarampur to Domohani.	1899.	6.00								Work commence
			n 13.33	Katrasgarh to	1901.	1	***	""	""					Work commenc-
,	(a)	East Indian .	East Indian	Jherriah to Dhan- baid. Tasra siding	1st November 1901. 1st November		•••	""						Work commence cd Work commerce
		j]	Northern half of	1901. 1st November	0'71			•••					ed. Work commecc-
		l i	i	the Mulkeera- Katrasgarh cross	1901.] ""	"							cd.
-	(e)	1	Kalka-Simla	connection. Kalka to Simla	29th June			(0.00		99,32		60.00	•••	Work commenc-
1	(1)	Ì	(Panchooria to the	1803.	i				-				cd. Almost com-
2	(a)			Ganges Extension to Chit-		1.66								pleted. Work commenc-
		Eastern Bengal State.	Eastern Bengal] State.	pore Terminus. Meghalhát to			38.83			7'65	35 83			ed. Portion since
- 1	(b)		,	Dhubri.	ber 1899.									opened.
		[[Bujudih		114'77	•••		•••					Work commenc-
		į		Ramkanali to Nodecha in the Chowrassic coal-	17th July 1901	9*48		""	•••					Work commecc-
l				fields. Bujudih to Hari-	1st November	27.00	i							Work commenc-
				harpur. Bujudih to	1901.	1'45		'''						cd. Work commerce
1		ļ		Paithadhi. Bujudh to Mhoda	1901. 1st November	21.36		"	•···					ed. Work commence
1			Bengal-Nagpur .	including the Bhaga connec-	1901.		""	""						ed.
4	(a)	Bengal-Nagpur.	į!	tion. Bhowra siding	1st November	1'50								Work comment-
			į	Southern half of	1001. 1st November	0.21								cd. Work commerc-
- 1		1	}	the Mulkeera- Katrasgarh cross	1901.		""							ed.
	ı			Hooghly foreshore	***	0.00								Work comment-
			Į Į	to Kidderpore Docks,										ed,
		Į.		Jubbulpore to Gondia. Neinpur to Mandia	23rd January 1901.			143'43	•••					Work commenc-
	(d)		Jubbulpur-Gon- 식	Neinpur to Chind.	1901.	***	""	21'75 87'49	•••					Work commenc-
6	(d)	Oudh and Rohil-	Oudh and Rohil-	wara.	1901. 8th November	 94.67		0	•••	177'77	•••	252'67	•••	Work commerc- ed.
1	(")	khand State.	khand State.	Fyzabad.	1901.	94 07	"	""	***	94%7	•••	""	•••	Not commenced.
7	(a)	ſ	North Western State.	Jech Doab line- Malakwal to the	27th Novem. ber 1901.	51.40			•••		•			Work commence
1	(b)	North Western	Southern Punjab .	Karana hills. Delhi Brewery to	21st August	0'79								Not commenced.
	(h)	State,	Khusálgarh-		1895. 31st October			03.20	***	52°1g		gz.30		Work commence
		٦	Kohat-Thal.	Thal.	1900.									cd.
8	(h)	Great Indian Peninsula.	Gwalior Light .	Gwalior to Sabul- garh.	2nd October 1901.	•••			56.85	•••	•••	•••	56.83	Not commenced.
			Injeur	Sanganer to Siwai	and December							}		
9	(m)	j	Jaipur	Madhopur.	18y7.	"	72'85		•••					Work commence ed, but stopped
	(2)	Bombay, Baroda	Vijapur-Kalol-	Vijapur to Kalol	23rd May		23.60							for want of funds.
	(")	and Central	Kadi,	Kalol to Kadi	1809.		12,20	ł	•••					Work commence
	(v)	21101111	Ahmedabad•		1901.	1	33'46		•••		148'11			Work comment-
	100	t	Dholka.	Dholka.	1901.		,,,,,,		•••	"	14011	'''	•••	Not commenced.
31	(a) [Madras	Madras	Azhikal.	6th May 1897	31,00		•••	•••	`				Work commenc-
	(e) [Ĺ	Shoranur-Cochin.	Shoranur to Cochin	123rd February 1899.		64.83			31'09	64.83			Work commenc.
						<u> </u>		<u> </u>						
1							Car	ried ove	er .	462'70	251.77	404'S7	56.82	
			The Kalka-Simla ea									1		

^{*} The Kalka-Simla railway is actually being constructed by the Kalka-Simla Railway Company.

Mileage under construction or sanctioned at the close of the Calendar year 1901.

(Referred to in paragraph 9 of Report.)

Note.—Railways opened since close of year are shown in Appendix 3.

	SSIFI-	I		Kanways opened sin	or disse of your			NCTIO	NED A	ND STII		AINING	то	
	10.	Railway adminis-	Name of owning railway.	Section of lire the	Date construc- tion was	Milea	ge sanc	tioned			al sano	tioned by the		_
Main.	Sub.	tration by which being con- structed.	lailway.	which has been sanctioned.	sanctioned.		constru	icted.		wa	y admi	nistratio	on.	Remarks.
						5′ 6″	3'37"	2′ 6″	2′ o″	5′ 6″	3′ 3₹″	2′ 6″	2′ o″	
						Br	ought f	orward		462.70	251*77	404.82	56 82	
12	(ð)	Bengal-Dooars .	Bengal-Docars extensions.	Chalsa to Hantu- para. Oodlabari to Bag- rakot.	2nd March 1898. 2nd March 1898.		39°00 3°26		•••		42 26			Work commenced ed Since opened.
14	(a)		Assam-Bengal .	Damchara to Lum- ding. Lakwa to Tinsukia	1801.	}	155.24	•••						Work commenced, ed, Work commence
	(b)	Assam-Bengal .	Noakhali (Bengal).	Laksam <i>vid</i> Noakhali to Ichakhali.	1891.		34*95				190*19			ed. Not commenced.
				Part of Gonda- Balrampur-Tulsi- pur branch,	December 1894		1*00		•••					Not commenced.
±6	(a)	Bengal and North- Western.	Bengal and North-Western.	Azamgarh to Shaliganj. Ballia to Ghazipur			31°16	•••			67.00			Not commenced.
17	(<i>b</i>)	Rohilkund and Kumaon	Lucknow-Barielly	Dudhwa to the Mohan river,	bcr 1901.		5*96		•••		5 96			Not commenced.
18	(b)	Jodhpur-Bikaner .	Bikaner	Suratgarh to Bhá- tinda.	15th July 1899		88.00				88.00			Work commence
23	(a)		South Indian .	Madura to Toni Torai. Mutanandal to Sivagunga.	21st April 1899. 21st April 1899	l	9,00 61,33							Work commenced, ed, Work commenced.
			ļ	Tinnevelly-Quilon (Travancore) branch (British section).	21st April 1899		50*33	•••						Work commenc- ed.
	(b)	South Indian .	Tanjore D'strict Board (Mayava- ram-Mutupet).	Mutupet to Aran- tangi.	ber 1901.	"	44*86	•••	•••		2			Work commence ed. Work commence
	(e)	l	Travancore State.	Tinnevelly Quilon (Travancore) branch (Native State section).	21st April 1899		57'94	•••	**		253*46	***	***	ed.
24	(a)	Burma	Burma , ,	Hsipaw to Lashio Lctpadan to Bassein.	16th October 1895. 7th September 1899.		50°30 114°40				164*70			Work commenced. Work commenced.
26	(a)	Bársi Light	Bársi Light	Bársi Town to Tadwala.	20th November 1900.		•••	26'70				26.40	•••	Not commenced.
36	(a)	Bukhtiarpur-Be har Light.	Bukhtiarpur-Bc- har Light.	Bukhtiarpur to Behar.	30th May 1901		,	18.75				18.42		Not commenced.
		-		Ammayanayakka- nur to Ketagudi. Periyakulam to	30th May 1899. 30th May 1899			55°00						Work commenc-
37	(a)	Madura District Board.	Madura District Board.	Krishna-Man- aik's Tope Theni to Karuva- nath.	30th May 1899			33.00	`			03.00		Work commenc-
1		Total mileag	e sanctioned and stil		enstructed on the	e 31st l	Decemb	oer 1901	ı	462'70	1,063'3	543'32	56*82	
		Mileo	ige sanctioned	d from the 1s	t January	190	2 to	the :	30th	Apr	il 19	02.		
		MILEAGE S	ANCTIONED FRO				MARC	H 190	2.					
1		East Indian	East Indian .	Manpur to 87 miles beyond Gurpa. Kankurgachi to	25th March .	25°25	•••	•••	,	25'25	. ***		•••	
9	· 1	Enstern Bengal State. Bombay, Baroda	Eastern Bengal State. Gaekwar's Dabhoi	new junction. [19th February 12th February			0.00	•••	3 ' 97		ð,∞ 		;
12	` ' 1	and Central India. Madras	Madras	Azhikal to Man-		77*76		•••		77'76				
35	(a)	Shahdara-Saharan- pur Light.	Shahdara-Saharan- pur Light.	Shahdara to Saha- ranpur. Baraut to Meerut				30,00		,		125'00		
			Total mileage san	ctioned from the 1s	t January 1902 t	to the 3	ıst Ma	rch 190	2 .	106.08		134°00		,
	- 1		MILEAGE SAN	CTIONED FROM	THE 1ST TO T	11E 301	н APR	lL 190	2.					
					Nil.									

Appendix 6. Weekly earnings.

Gross earnings (average) of individual

and

Proportion of working expenses

(Referred to in paragraph N. B.-When figures cease to be shown under any railway it is to be understood that such

							RAST				2101°27 M II	** ** ***				that such
Ra	ILWA	٧.			E		a) (1838-04 MII	LES).			(5)	(4	۱	,	d) .
			East Indi	an, 5' 6". t miles'.	Patna-C ₃	ra, 5' 6". miles).	Naihati (27 25 1	*	Dildar Ghazipu t12 no 1	r. 5' 6".	Delhi-U Kalka, (162 24	mhalla- 5' 6". mi.es).	South Bet (78 76	a-, 5' 6".	Tarkerer (22'23	ır, 5° 6″. milcə).
Cale	odar	year.	Earnings per mile per week.	Pro: nf exp:to earnings.	Earnings per mile per week.	Pro: of exp:to earnings.	Earnings per mile per week.	Pro: nf exp: tn earoings.	Earologs per o lie per week,	Pro: ni exp:to earoings.	Earnings per mile per week.	Pro: oi exp: tn earnings.	Earrings per mile per week,	Pra: cf exp:fa excaloge.	Earnings per mi e per week.	Pro: of exp: to earnings.
1853 1654	:			62.18		***		•••	***	•••		***			•••	
1855 1856	•	•	108 167	51 97 40 62	•••	•••	•••		•1•	•••				•••	,	
1857 1858			232 279	38·12 46·49				••••				•••				:::
1859 1860	•		253 231	44.77 45.36		•••				•••						
1861 1862	•		240 192	46.49 53 81												
1863 18 6 4			222 253	55 01 50 79				4\$ [.] 88						·		
1865 1866	•		311	44 82 44 24			41 36	63 28 105 15						***		
1867 1868	•		362	4 ⁹ 91 44 83	•••		45 57	68.81 83.60								
1869 1870			309	44°42 43 68	***		60 60	59 64 48 77								
1871 1872	•		318	43'36 41 44			55 53	58'07 57'14			•••			\		"
1873	•		382	38 75			60	Co.02			1**	•••				
1874			474 374	35'70	•••		57	76.42		•						•••
1876		•	565	35 68			64	100,47		•••	***					***
1878 1879	•		507 552	35.69	721	55' ^Q 4	64	65.26			"		"	•••	***	
1881	•	•	578	31.82	162	6511	49	79.20	56 63	99 52			`	•••	•••	1111
1882 1883	•	•	6.,	36 94 35 ns	184	51.93	51	73°5 6963	73 Eo	8 ₅ 24 49 87				•••	•••	:::
1884	•	•	558 589	37 6 i	174	57 48 52 52	55 54	90·84 82 08	75 75	58 37 52 28		•••	***	•••		*** ***
1886	•	•	591 583	34.59	185	52 01 46.23	59 65	85·29 70·57	76 77	52'05 46 45	***	•••	•••	***	227 215	52°57 52 15
1888	•	•	567 557	33 24 34 59	168	47 97 48 70	74 73	78 39 78 18	74	91.13	•••	•••	***	•••	228 242	51°10
1890	•	:	53 ⁸	31.35	174	45.80	71	7801	***	•••	•••	•••	•••	•••	246 248	55.21 49 64
1891	•	•	615 5 ⁸ 7	27 ² 1 28 47	214 193	42.76 42.94	 	62.97	**	***	128 129	48.00	•••	•••	264 254	45·42 47·28
1893 1894	•		584 604	27 44 30 87	***			***	•••	***	143 159	48°00 48°00		***	245 265	46·86 48·56
1895 1896	•	:	597	31.02	:::	•••	:::		•••	*** ***	174 158	48°00 48°00			267 271	48 37 49 88
1897 1 8 98	•	:	649 658	31.40 59.41	•••		:::		***	:::	186 191	45.00 48.00		•••	270 272	48°01 49°54
1600 1601 1601	<u>:</u>	<u>:</u>	€97 703 733	32.84 34.78 3=05	•••	:			•••	••• •••	172 16 ' 213	48 00 48 00 48 00	101 114 125	35.00 35.00	267 288 285	50 58 51 61 50 58

^{*} Coorerted to 5' 6" gange in 1892.

DIX 6.

railways per mile per weck

Appendix 6. Weekly earnings.

to gross earnings.

railway has been amalgamated with the system by which it has been worked.

Ī						V RENO		ATE RAIL	2	ZSTEM	(r n20°77	MILES		<u></u>				
EAST	ern and S	A) OUTHERY ST	CTIONS.					(b)				(c)		,,,				
aod S sec 5'	s'ern southern tiens. '6". 4 miles).	Calcutta South I section	S' 6".	Vorther State,	n Bergal	Kae Dhaeil:	nia-	Northe, an sec. 3' 3 inclg. K Dharila & bari ext. 2'	d Behar gauge, aunia- Santra- 6 gauge	Dacca 3' 3	section,	Brahma Sultanpui	potra. 3' 31".	Mymens Jamálpur- nathgany (53°37 F	ingh- jagan- 3'31"-	Cooch 2' 6	Behar,	Railway,
Earn- Ings per mile per week.	Pro: of exp: to earn- iogs,	Earoings per mile per week,	Fro: of exp: to carn- irgs.	Earn- lngs per mile per week.	Pro: of exp: to earn- logs,	Earo- Ings per mile per week.	Pro: of exp: to tarn- ings.	Earnings per mile per wcek,	Pro: of exp: to carn- ings.	Earn. in s per mile per week.	Pro: of exp: to epa- ings.	Earnings per mile per week,	Pro: of exp: to earn- ing*.	Earnlogs per mile per week,	Pro; of exp; to earn- iogs.	Earn- lngs per mi.e per week,	Pro: of exp: to ea-n- ings.	Calendar year.
:::	:::		:::						•••							•••	•••	1853 1854
:::		•••				•••		:::	:::		**	:::		•••			•••	1855 1856
:::								•••							•••			1857 1858
 												•••						1850 1860
 94	55.29	 ვნ	 128 39					***				, ,,,	•••					1861 1852
149 175	48 43 53.67	3S 53	131 07			***		,		•••				,		,		1863
233	48.08	75	137.03			•••		•••					•••				•••	1864 1865
243 279	51.05 48.71	79 64	118 59					•••		•••		***	•••				•••	1306
313	46'33 50'29	55 55	173 12			•••		•••						•••	•••		•••	1858 . 1869
335 270	55 69 55°01	£5 40	104°58 90 82	···		•••						•••		•••	•••			1870
3-4	66 60	45	92 07		•••	•••	•••	,			•••	•••		•••	•••	•••	:::	1871 1872
377 433	49.08	7º 63	78.32	***		•••		***		•••		***	•••					1873 1874
356 401	62°16 43 66	68 68	80'48 108 62	.::		•••		•••	:::			:::					•••	1875 1876
529 512	41'07	79 83	81.4 75 c8	20 81	140°29 75°31	•••		•••		•••								1877 1878
494 540	45 97 44 81	92 98	66 44 71 32	101 114	97 95 60 10					•••		:::				:::	•••	1879 1880
621 611	40 91 40 6c	104 130	ύ6·4? 97.4?	137 160	51°23 49°04	25	 92·97	•••										1881 1882
466 *	50'14 54 06	109	51,97	16 <u>0</u> 156	49.50	33 39	28.36 £1.10							•••		:::		1883 1884
380 403	61.25		+	157 183	70°16 52 85	31 29	107.29			47 56	141'12					:::		1°85 1886
268 545	52°23 4:°47		:::	†	†	†	f	†	†	† †	+			•••				1897 1838
5 [€] 3 521	44.65 47.12			•••			•••	; † †	† †	†	†			***	·			1859 1890
562 562	43.Q1 44.32							181	22.18	93 85	62,10							1891
529 621	43'74	•••			•••			165	47'32 45'17	95	62.41					13	188-94	1893
6:9	40°33							151	39 14 40°29	112	54°40 51°49			···		35 46	78 71 63 89	
678	39 74 45:48							195	40°C4 42°44	115	53°27					61 51	45'00	i .
652 649	41·86 47·30			•••				201	41.88	129	51 68	 38	45'00	27 35	45.00	57	45 os	1898
699 678	47.75 50.89		:::			:::		245 225	42'14	146 157	58·93 65 12	58	45.00 42.00	50	45°00 45°00	50		1000

^{*} Information not available,
† included with the Eastern and Southero sections,

Gross earnings (average) of individual

Proportion of working expenses

(Referred to in paragraph N.B.—When figures cease to be shown under any railway it is to be understood that such

•				BEN		(1609'22)	MILES)	·	EM						LCÜTT/	oùnh RA	AND RO	01111	6 KHA TEM	ND erro		d that suc
Rais Was	r. C	3 SENGAL ENTRAL 5'6".	C	Någpur- nattisgar 3' 33".	h, Ka	tni-Umari 5' 6%.	a, Bei	(a) ngai-Nágn 5' 6"	ur	(b) Raipi Dhan tari 2'6' (55 2 miles	17. 1- 14	ST.	COAS' ATE, '6", MILES	T PO MISS	LCOTT/ IRT CON SIONERS 5' 6".	Oudh a	n) & (c) nd Robilk State, " and 3' 2	hand	l	(b) war-Dehi 5' 0".) Sind.	Punjab an Deihi, 5' 6".
Caler dar year	n• in	er exp:	tol tre	r loca	rn. p	r exp:	to pe	exp	ot in	rer e	xp:p	Earn- Inga er mile per week,	Pro: exp: carnin	oi ing ic per m ge per wee	olle earn	per m	ile Pro	: of : tn	Earn- ings fer mlie per week,	Pro: o expite earning	Earr logs Per	Pro: ei exp: to earn- ings.
1853 1854					"	1 :	:	i		- 1		•••	:::		 				 :::	:	1::	-
1855 1856	: :	1			1	- 1]:	- 1		•••								•		
1857 1858	: :	1		- 1		-			- 1	1		•••						••		•••		
1859 1860	: :			::	1									"			"					
1861 1862		`		1:	.	.		. 1		.										•••	 £8	
1863 1864						"	"			•••	171	13 33
1855 1866	.				. "	.				. .		•••		"			"	i		•••	170	87.26
1867 1868										. .						\ ₇	4 106	- 1		•••	116	76·15 89·98
1869 . 1870 .	.				"					'		•••	***			12	0 64	'54		***	112	95.60
1871 .	.			"	"			"					•••			11:	227	93	"	***	140	80.20 26.19
1873.			"										•••			5	ऽ ७४	.28		•••	134	99·08 85·77
1874. 1875. 1876.			:::						"				•••			50 72	64	41		•••	154	68·67 55°35
1877.			:::				"	"	••		•		•••		:::	120				***	161 186	67'03
1878. 1879.							:::				. 1 '		•••	:::	:::	155 163				•••	241 234	57°46 64°50
1880,	"		51	1				:::		1 "	. 1 '		•••	:::		153 157			:::	•••	317 352	60°22 55 92
1882.	Ť	†	87 114	168.70	'				:::	•••	1.	::		:::	:::	173 185		91 77		•••	285 285	60.26 60.00
1883. 1884.	64 76	126.31	170	48 19 57 82		:::	:::	:::	:::			::	;	•••	::: :::	192 182	54°5 55°9			•••	296 290	57'13 61.50
1885. 1886.	82 87	98•46 102•70	183 184	02.21 02.15	37	104.35		***	:::	:::	::	::	:::	•••		184 176	65°5			:::	373	57'35
188Ś.	100	77 ⁶ 2	177	59.09	41	11641	164	67.58	:::	:::	::			•••	:::	185 197	52.8 57.3					
	113	59.85 63.18	•••	*	:::	:::	131 101	80.08 80.89	.70		::		:::	† †	†	209 205	44.3			:::		
1891. 1 1892. 1		59·62 59·33	•••	•••	.,.		129 141	50.81 50.55			::	- 1		838	† 51 68	238 237	42.5	9 .				
		59·8o 60·92		•••			144 149	49°17 51°30	::	•••	i	8 8	1.60	939	61 . 20	239 262	42.4	╣.,			`	
		57°90 52°85			•••		153 142	48•49 54·03			9	0 82	2'71 7'98	874	54'29 50'33	248	45.47 48.95	,				
1897. I 1898. I	75 58	6 98 4 08					138	51°94 51°10			100	o 69	**9 46	887	52'21	209 186	49'97 56 ' 59	.				
1899 . 1 1900 . 1 1901 . 1	85 5	51·23 58·70	:::	::			152	47'96 40'56			10,	4 65	,, ,	.007	55'07 56'90 57'48	208 208	46-12 45:45					
- 401 + 50	υ 4 1 (34 25 1 * ∗ C	onverte	(gauge		161	52.88	25 7	213	ţ".	ر ار	t i		887	231	51'44 45'53			50.00 50.00	:::	<u></u>

^{*} Converted to 5' 6" gauge In 1838, + Information not available, ‡ Transferred partly to the Madras railway and partly to the Bengal-Nágpor railway,

DIX 6-contd.

railways per mile per week

Appendix 6. Weekly earnings.

to gross earnings.

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railway has been amalgamated with the system by which it has been worked.

		•			NO	RTH 1	VESTE	RN, ST	TATE R	AILW	AY SYS	TEM.	(3,742)	2 1111	LES).					····		
		N	ORTH W	ESTER	(a) n State	(3,117	35 MILES						b)		(c) Pura-	113	erabad-	Jami	(<i>d</i>) nu and		r)	R _{A11.} .
5'	Northern, 6". * miles.)	aod Ka 5'	Valley ndahar, 6". mlles)	Pati 5	ritsar- hankot, ' 6". o miler.)	sec	mercial tioo. 7 miles)	M11 Sec	Western. litary ction. 49 miles?	Enti	re line. 36 miles)	Pn 5	njab, '6". 3 mlies)	Bhá 5	tinda, '6".	Shac 5'	lipalli, 6".	(Nati	shmir ve state ctico) '6". c miles).	Dhu:i-	Jakhal, miles.)	
Earn- ings per mile per week.	Pro: of exp: to earnings.	Earn- lngs per mile per week.	Pro: of exp: to eain-logs.	Carn- ings per mile per week.	Pro: of exp: to earn- ings.		Pro: of exp: to earn-ings.	Earn- ings per mile per week	icga.	Earo- ings per mile per week.	Pro: of exp: to earn- legs.	Caro- ings per mile per week.	Pro: of exp: to earn-ings.		Pro: of exp: to earnings.	Earn- ings per mile per neck.	Pro: of exp: to earn- lngs.	Earn- lngs per mile per week,	Pro : of exp: to earn- ings.		Pro: of exp: to earn- lngs.	Calen- dar 3 ear.
•••		, ,									•••					:::						1853 1854
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•••		•••	•••			•••	***		•••	•••	•••		•		•••	:::	•••	••• •••	•••	•••	:::	1871 1872
•••		•••							•••	•••	•••		•••		•••		•••		•••			1873 1874
101 Q1	63'41 77'27	•••							•••						•••			.,		•••		1875 1876
130 169	99°36	 56	122'97				•••				.				•••		•••			•••		1877 1878
345 360	79°52 83°25	121	81,16								tu•				•••	.01	•••					1879 1880
198	83.64 83.74	155 141	78.73																	443		1881
144	81°11 72°34	203	55.2		 85'78																	1883
165	6269	309	49 49 40 85		80.58							,		17 59								1885
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•••		•••				294	57.01			202 226	67.77			†	Ť			•••		•••	•••	1883
•••	'*,	•••	•••		•••	283		. 88	110.45	219	62.82	:::		101	5500	•••		Т	Ť			1890
•••		•••	:::			344 280	55 58	70	131.08	208	64.25	1	:::	128			105 87	1	†	:::		1891 1892
•••	:::	***		:::		313	23.11	54	118.83 122 95	2,53	бо.31		•••	122 224	55.00	47	75.17	†	†			1893 1894
		•••			•••	379	54.77	78		220	59 63			235 178	55 00	61	65.67 	†	† †			1895 1896
***	, :::			:::	:::	401	12.5	67	93.26	255	50°€1	67	52 00	125			68.49	58			:::	1897 1899
••• '		•••			•••	366 275 350	52.34	60	123.43 102.47 101 15	201	58.02	74	52 00	125	25.00	65	65.9	3 6		•••	8 550	1899

^{*} This line which was originally constructed on the 3' 3," gauge was converted to 5' 6" gauge to 1878.
† Incloded with the North Western State railway.
† Transferred to the Joshpur-Bulancer fallway from the 1st January 1901.
and proportion of expenses to carnings include steam-boat.

Appendix 6. Weekly earnings.

Gress carnings (average) of individual Proportion of working expenses

(Referred to in paragraph

H. B.—When figures cease to be shown under any railway it is to be understood that such

									REA	T IND	IAN I	PENIN	SULA	RAILV	8 VAY	Syst	ем. <i>(</i>	2°00.5	3 111LF	s)				**********	•		
Ra W.	IL• AT.	Gres	(a) it India	<u> </u>	Dhon					(<i>b</i>)		(c)		Inn:	(d An M:) IDEA \ D	·•		(r)		<i>(f)</i>	8	POPAL IT	(r)	57°32 ml'	-6.1	(<i>F</i> ;)
		Per 5	10 sula, ' 6". 358 83 niles).	1	lanmá 5' 6". (*44'50 miles)		Vardha 5' 6 (44*8 miles	s	я 5	liám- aon, '67, oml'es	'	mraeti 5' 6". 72 mile	s	irdla, 5°	- 1	3*	at 1.	13 5'	-Goona- àtar. '6". o miles)	1	li ora!- l, a e. 3 6".	<u> </u>	l'rit sh sett en 5 (* 2 11 mile	•	arive era arction, 5' (". 4'23 mile		Gwaller Light 2 off.
d	len- lar ear.	Earn ingr per mile per week	Pro: of exp: to earn- ings.	mil	e exp	f I	ngs Pet c alle er es	of ip: to arn•	Carn- inge per mile per week	of exp: to earn	lng ref	exp c to	:	ge o	g 1 p : 1 o 1	rgs per nlie per	Pro: of exp: to exin- ligs.	Lair ings per cille per week	fro: cf exp. tv carr- lrgs.	i am ing per mile per week	of cip lo rate	1 2 1	r Pro		Pro Pro cr car car car car car	i la	re Pro:
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186; 2868		358 357	61.80 61.80		<u>:</u>		- 1 "	- 1		•••	·			::						•			,		- "		•••
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1871 1872		307 284	63.03 64.52	•••	:::		1	1		88 90 69 63	70 74				-	- ['	- 1						}				
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1885 1886	46 50		i		•••	108	,			- 1		•••	101	40 33 49 :6 9	۱	82	. .				•••	*	103.13		•	•••	
1887. 1888.	51 52					125 135	80°76		1 '	- 1			117 95	46 62 47 74	1	So.	63			٠					
1880. 1890.	49. 50	8 49	80		:::	142 140	51°24 63°46		,	1		:::	-:-		9:	77	₁₂	$\cdot $.	.			117	10585		106.85		
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895. 896.	436	55	20	- 1	:::	:::	•••	:::	:			:::	:::		124 134	63.3	10 1	9 54	42	2 5		209	67 68	138	67 67		
898. 898.	367 450	59	49	` Į `			•••		::	- 1	- 1	- 1			150		6 2	7 57	57	53 5	0,40	223	59 84	157	59.84	•••	
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*			* 1	Includ Repres	ed wit		~		Perl				, i	(308	48 4		7 51	74 18	. , .	0 79 2 00	375 400	50.12	232 254	50'06	13	00.03 00.10

^{*} included with the Great Ind'an Peninsula railway.
† Represent earnings and expenses of both sections of the Bhopal-Itá-si railway.

railways per mile per week

Appendix 6. Weekly earnings.

to gross earnings.

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ilway	has beer	amalg	amated	with the	system	by which	th it has	been w	orked.			:									
				во	MBAY, B	ARODA	AND	ENTRA	_	A RA	ILWAY :										
ombay and C	n) Baroda entral	Tápti	b) Valley,	l Pe	war's ilád, 6".	Nágdá	c) Ujjain, 6°.	Petlad (Anaod sec	d) Cambay Tarapur tion).	bay (ad-Cam- Tarapur- imbay ition.)	SYSTEM		1			(g)	/A. (1,643	TO MILES		Rais-
Earn-	o". miles). Pro: of	(155'48 Earn- Ings	miles).	1 -	mlles).	Earn-	mfles).	Earn-	miler).	Earo	or. miles).	5′	gdá. 6″.	R	ajputa Malwa 3' 3%'	na•	Holka Sir Neen 3' 3	r and dia- nuch,	West Rajpu 3' 3	tern tana,	WAL.
ings per mile per week.	earn- logs.	per mile per week.	exp: to earn- logs.	mile per week.	exp : to carn- ings.	lngs per mile per week.	exp:to	per mile per weck.	exp. to earn- ings.	per mile per ncel	earn- ings,	Earo- lngs per mile per	Pro : of exp: to caro-ings.	La in pe	gs c		Earo- ings per mile per	Pro: of exp: to earn- lngs.	Earn- lngs per mile per	Pro: of exp: to earor logs.	Calen- dar year.
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73 94	54 [.] 97 50 14			•••		***		•••						1	:	•••	•••			·	1859 1860
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223 278	63 83	•••		•••					***			:		- 1			•••				1863 1864
291 287	66·56 73·66			•••			:::	•••	:::			:::					•••		•••		1865 1866
307 327	74'32 60'54	•••		•••		•••		***		:::				- 1			•••				1867 1868
300 290	59 ⁹ 8	•••				•••		•••						ŀ			•••				1869 1870
260 265	59.23 52.12			•••	•	•••			:::	 				1		•••				•••	1871 1872
285 296	54°41 54 74		:::	***		***		•••							32 69	96 59 80 37	 60	84.02			1873 1874
345 298	41 97 46 61	•••		•••		•••	:::								98 114	64.04 65 40	123	91.71			1875 1876
309 355	46 [.] 97 42 57	•••		•••	, ,	•••	·::	•••							130 136	67 99 61 97	€6	76 86			1877
423 427	41°04 50°76	•••		•••		•••	:::	•••		***					153	66·74 66·88	128	74 53	86	86 08	
497 509	43·10 42·95	•••	:::	•••				•••							189 188	60.41 53.02	1		1		1881 1882
548 564	43'11			•••		***		•••		•••		ţ			219 223	52 18 56 92		•••			1883 1884
508 532	41.89			•••						•••					224 212	52.81 50.52					1885 1885
352 540	42·44 42 of	•••		 71	36°08	•••		•••							191 215	50'84 48'26					1887
5°0 594	41°23 42 92	•••		85 88	38 51 43 25			10)		•••		:		.	230	45 82 50'41					1889
630 665	36·55 36·85	•••		92	36.47 36.79			•••	***	•••				$\cdot \mid$	251	43'47	,				1891
732 676	37 69 45.07			106	36.96		 56·36	•••					50 41	61	257 259 285	41.13	2				189
595 662	54 63	•••	48:70	93	29 52 47.5 <u>6</u>	49 58	54'36	•••	•••			1	34 57	64	269	40.29	و	. \		- 1	189
729	44 8y 46 81	71	48.70	102	44 92 44 37	73 83	44'83	•••		***	••• •	31 1	16 72	02	213	466	。	.		`\	189
734 665	52 50 44 06	74	44'00 43 01 to earning	127	52 86	63	51°96 40°19	101	44'47	40	1 50.40	Sa 1	72 58 19 46	*34 *84 *15	241 285 317 313	42'0 43 I	6	:	- }		189

Appendix 6. Weekly earnings.

Gross earnings (average) of individual

Proportion of working expenses

(Referred to in paragraph

N. B.—When figures cease to be shown under any railway it is to be understood that such

	<u> </u>												١					iy railwa	y it is t	o be uno	lerstoo	l that su
					·			ay, bai	RODA A1	ip)	CENT	RAL 16 (2,748-2	NDIA RA	ilway).	SYSTE	M—conc	ld.					
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		(240'73	miles),	(29.0	o miles).	(86 5o	mlles).	(22.75	mlles).	4	3,3	niies).	(92.23	miles).		1	(,, .,		(75-80	miles).	(37.3	miles).
Cale da yea	ar.	Earn- Ings per mile per veek.	Pro: of exp: to earn-ings.		Pro: of exp: to earn- logs,	Earn- ings per mile per week.	Pro: of exp: to earn-ings.	Earn- lngs per mile per week,	Pro; of exp; to earn-ings,	m	rn- igs er ile er ek,	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: 'o earn-Ings.	Earn- ings per mile per week.	Pro: of exp: to carnings.	Earn- ings per mile per week,	Pro: cf exp: to earn- ings.	Earn- luga per mile per week.	Pro: of exp: to catn-
1853 1854	3	:::	•••					.:	:::	1.			:	***					•••			
185 <u>5</u> 1856	5		•••			:::	::				1					•••					•••	
1857 1858	7 3		•••		:::					$\ $	1						••		•••		***	•••
1859 1860	. I.		4.								***						•••	,	•••	"	•••	
1861 1862			•••								•••	Ŋ'.						•••	•••	:::	•••	:::
1863 1864											•••	<i>j.</i> .					***				•••	:::
1865 1866											•••		1.1	,	**	•••	:::			:::		:::
1867 1868	1.								" !	ł		"						:::		:::		=
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1874 1875 1876			.	• •	.	. :	" .				•••	"			\:\		:::			98·34 75·78		
1877 1877 1878		- 1	"		74	.	- 1	- 1	:		•••				7:1	:::	:::			78·11 75 35		
1879	•••		• '	65 53	33	- 1	, ,,	1			•••		"	"	11	1			45 2	50.40		
1881	•••	"	. .	39 57	35 1	8 233		, ,,	: [•••	•	:::	:::	::\	1	- 1		46 5	6.12		
1882	 75	81.18	8	69 69 4 76	97 8	5 69 6 67		9 89 7 86	01 . 42 80	١.	•••	•••	:::	:::	:::	14.	. 1		46 6	5'41		
1884 1885	96	67'2			:::	:::	:::	:::	81	6	3.28 3.28	•••	:::			\			48 7	3.75		
1886	•••	":	:::	:::	\	:::	:::	:::	70	1 '	7.87	•••			:::	:::\	\bigcup .		50 6	3.47		
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		t ke	ripdes	the Mu	ttra-Hat	1	whpore-6	in live	-1 and 3	utti	a-Ac	8:	45'16	62	44'00	41	45.87	62	71.0	82 2	5 7 5'	·32 46

to gross earnings.

11 of Report.)

(a) & & & & & & & & & & & & & & & & & & &	A'S GE (8) Guarantate. & (8) Guarantate. Pro: older and the earnings.	Han- Hand Good Earn Ings	SYSTEM (c) yderabad- oddivari Valley, 3' %' 1' 42 MILES Pro: of expito earni ings,	(a) : M. :1370 3 Eath-logs perile per week. 75 91 93 122 117 91 84 110 133 145 147 153 181 171 146 139 143	51 66 47'13 55'53 60'35 73'50 71'08 74'02 45'69 45 62 43'47 41'48 49'16 52'84 51 27	G (13).) (9' Ear ml pet week	(c) Kolan Gold-fiel .5' 6" '89 mile rn- Pro exp	r dds, es.) (((d) Nilgil 3' 3' 3' 1' 16 90 m arm per care cek.	profi	(are Ben, Door Start Ben, Ben, Door Start Ben, Ben, Ben, Ben, Ben, Ben, Ben, Ben,	gal ins.	DOOAL ILES. (ILES. Bett Doo extenses and a series and a	b) ugal oars slows. 31 % of cxp: to earn. irgs.	(a' Dibre Sadiy 3' 3' 3' 3' 3' 3' 3' 3' 3' 3' 3' 3' 3'	m-ray. ro:of pr:to ngs.	Ledder general state of the sta	b) o and o a	M	exp:	of E	•••	RAIL WAY,
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Appendix 6. Weekly earnings.

Gross earnings (average) of individual

and

Proportion of working expenses

(Referred to in paragraph

N.B.-When figures cease to be shown under any railway it is to be understood that such

	1	BENGAI	RAIL	IÓ D NOR: WAY S	YSTE	ESTERN		RO	OHILKUNI			AILWAY S			-		1	ODHPU	_
RAILWAY	۲.	(a) Seogal ac North Western, 3' 3\frac{3}{2}". (1,262*10 miles.)	od	(b) Tirhoot, 3' 3\frac{3}{2}''.		(c) Sagaulle Raxaul, 3'3]". 18 og miles	Rohiikur aoo	(a) d and Kum 3' 3''' miles.;		-Pillbhit, 3i", mlles,)	Lucknot (231 1 Lucknot Seram	(d) 3. Barrilly 7 hiles.) 10. Sitapur- 10. 3' J‡" 159 miles.)	Luckno	w-Barelily, 3}". 7 miles)	1	(c) fan Ligh 2' 6" 50 hileb)		(a) our section 3' 3\frac{7}{2}, 94 miles.	- 4
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1859 . 1860 .	-			1				! •••		***				•••	•••				
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1869 . 1870 .				:::	:::		•••	•••	:::	•••	•••		•••	***	•••			:::	
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1884	2g 72	133.76	105	77 60	•••		51	95.16	32	91 81			:::		•••	:::	42 39	42'74 50'59	
1886 . 1887 .	106	56 36	109	66.26		:::	68 86	58'75	44 53	83.46 77.46	45	75 29	:::	:::	•••		54 62	34°30 35°20	
1888 .	90 102	55 25	122	55.80	:::	:::	96	63'42 57'46	52 50	70,31 70,31	46 47	73'49 70'81	::.	::	•••		5 5 5 6	39.86 46 . 91	
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1891 . 1892 .	121	40'04 41'12		•••			112	58.22					56 66	65.02			58 66	47'09 45'44	
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1809	131	46 67			30	40'00	135	52 [.] 24 49 [.] 74			•••		94	51.62				33.66 42 22	
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railways per mile per week.

to gross earnings.

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railway has been amalgamated with the system by which it has been worked.

	18 BIKAN				with the sy	stem by	which it	has been	worke	đ.											
	(736-27	NER RAII	1	(c)	UDALI	UR -	BHÁVN	AGAR-G	0NDA1 WA (45)	20 L-JUNA 1Y 5Y5T 5 18 MIL	GAD-F EM. ES.)	ORBA:	NDAR	RAIL	- s	OUTH	CRN MA	21 HRA	TTA R	AILWAY	,]
	1 3	(b) ther section 1'3f". "35 miles.)	n bad sec 3' (123 9	ttralls down		ES.)	(a) Bhávnagai Sondal-Jud ad-Porband 3' 33". 33 84 milei	dar Já	(b) - imnagai 3' sł". 28 mi'es	. [(c) talsar-1 3' 31 5'23 m	Rájkot,	Dhrán 3' 3 (20'83 1	28"	So:	(a) othern hratta, 31".	Myss	(b) ore sec 3' 3\frac{3}{3}''.	ction.	(c) Gnntakul Mysore frontler,	RAIL- WAY,
	Earning per mil per week	c Cap to	Earn- ings per mile per week.	Pro: cf exp: to earn- lngs.	per exp	o: of Ea o: to in o: to per r ga, pe	mile earn	to ings	le exp:	to ing	gs cz nije e	ro: of lare: to name	nile ex	ro: of ip: to carn- ings.	Earn- ings per mile per	Pro: O exp: to earn-ings.	Earn- ings per mij	c cap	Ea ling: to pe	gs Pro: o	of Calen-
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ropori	ion of expen	ses to earn				55.76		62 29 atlon not 2	73	61.87	53 43	66 91 74:53	107	9 6,	4 6c	89 6 93 7	577 1 1	70 6	3 81	1001 1001	

Gross earnings (average) of individual

Proportion of working expenses

(Referred to in paragraph

N. B.—When figures cease to be shown under any railway it is to be understood that such

]	souı	HERN	MAH	2 RATTA (1,59210	II RAIL	WAY S	/STE	Ni-concid				SOUTH	1ND1AN I	23 RAILWAY 1 MILES.)	System.			
RAILWAY	Υ.	Hin (Yest Myso ti 3'	d) dupur, rantpur- re froc- er) 3i". s miles.)	Bir 3' (37'9	(e) ur-Shi- noga, '31", '31",	Ko 3	(f) lháput, '31": 7 miles.)	Nan 3	(g) yangud, jangud, 3†". 6 mlles.)	WES IN PORTU	PART OF DIA JGUESE 31". mlles.)	a*:	d (d) Inclan, il". 3 mlles.)	Tarjere Bos (Maya hintopet	b) Elsirict ord, ovarame 3 3' 31", miles),	Káraikka 3'	e) 3-Peralam, 31" miles.)	BURMA (1,177'7¤	3' 3]".
Calenda year.		Earn- ings per mile per week	Prn: of exp: to earn- ings.	Earn lngs Per mlle per week	Ings.	Earn- logs per mile per week,	Pro: of exp: to earn-ings.	Earn- lngs per mile per week	Prn; of exp; to earns lngs,	Earn- lngs per mile rer week.	Prn: of exp: to earn- ings.	Earnings per mite per week,	Prop of exp-to caroings,	Carnings per mile per week,	Pro: of exp: to earnings.	Farnings per mile per week.	Prot of expeto extellogs.	Farnings per mile per week,	Prop of expr to earnings.
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1859 1860	•					:::	:::			:::		•••	***	•••		***	•••		•••
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187 <i>9</i> 1880	:		•••	:::			:::			:::	:::	105 10 6	68 38 73'87	:::	:::			114	85-17 60 60
1881 1882			•••		:::				:::			109 109	67°04 62°69	=		•••	•••	184 185	58.31 59.31
1883 1884	:			•••								112	64.18 62.83	•••		···	•••	187 161	60 50 60 50
1885 1886	:[:::	:::		:::		:::	•••	:::		:::	1,32 143	69.42 62.13	:::	•••	•••	•••	143 156	78·13 64·51
1887 1888	:	:::			:::	•••		•••	:::	*	•	148 159	65 20 68 98	:::		•••		102	53'12 61'33
1889 1890	:	:::		•••	:::			•••	:::	185 138	* 74'24	167 181	22.20 20.11	•••	***	•••	•••	169 210	65.45 57.08
1891 1892	$\cdot $:::	***	·••		55 60	64·26 67·72			157	10.01 82.01	154 137	63.41 63.41	 		·	•••	199 237	25.21 26.20
1893 1894	:	бо	60.99 65.41			8r 18	58°09 64 99	43 47	59.01 65.59	169 157	78 13 86 47	149 148	58.60 22.52	103	ы. 61.20	•••	•••	178 164	66 64 63 05
1896 .		84	58 ⁻ 43 5594	::		80 80	57'90 55'81	49 50	57.97 56.89	167 90	90'7 137'34	165 165	56·13 54·8 9	86 88	61.30	•••	•••	169 167	59'73 60'76
1897 1898		67	56.31 68 66	:::	***	63 52	55'93 69'08	42 40	57.64 67.85	55 65	189·46 173°60	170 157	53.01 54.20	95 S8	58'10 68 47	27	 60'19	181	55 ² 5 57 ⁸ 7
	٠ſ	71 6	4.35	34	69·59 63 43 72·62	82	65.74 63.87 68 67	38	66:25 63:20 72:22		83°15 120°04 113 20	159 166 188	52'41 50'27 46'17	86 83 103	53,53 35,05 20,01	37 32 40	67:36 61:48 56:28	179 195 107	59'45 55'62 5802

^{*} Information not available.

DIX 6-concld.

railways per mile per week.

Appendix 6. Weekly earnings.

to gross earnings.

11 of Report).

railway has been amalgamated with the system by which it has been worked.

	25 ' '1, 2' 6". MILES).	BĀ 2	2 6 RSI, 6".	WAR.	27 KESH MAGRA 6". MILES).	RÁNA KRIS GAR	GHAT- SHNA- , 2' 6".	TEZ BÁLI 2	POR PARA, PARA, MILES).	COM GAN	ERRA- PANY J, 2' 6". MILES).	DARJI HIMA 2'	30 EELING. ALYAN, of.	HOW AN 2'	rah- Traj o". Miles).	HOV SH KHAL	32 VRAH- IEA- A, 2' o." MILES).	1		Rail- way,
Earn- Ings per mile, per week,	Pro: of exp: to earn-ings.	Earn- ings per mule per week.	Pro: of eap: to carn-lings.	Earn- ings per mile per week.	Pro: nf exp: to earn- ings.	Earn- lngs per mile, per neck.	Pro: of exp: to earn- inge.	Earn- ings per mile per week.	Pro: of exp: to earu ings.	Earn- ings per mlie per week.	Pro: of expr to carn-ings	Earn- ings per mile per week.	Pro: rf exp: to earn- ings.	Carn- ings per mile per w:ek.	Pro; of exp: to earn-fngs.	Earn- ings per mile per week.	Pro: of exp: tn earn-ings.	Earn- ings per mile per week.	Pro: of exp: to earn ings.	Calendar dar year.
•••						:::		:::								:::	:::	:::	:::	1853 1854
•••				:::			,	:::		:::										1855 1856
•••	:::				:::			:::				•••		 	:::					1857 1858
		•••				•••						•••			:::	•••			:::	1859 1860
		•••						•••		•••	:::	•••	:::	•••		•••		•••		1861 1862
		•••	:::	•••	:::	•••		•••		•••		•••				•••		•••	:::	1863 1864
		***	:::	•••					•••	•••					:::			•••	:::	1865 1866
	::	.:	:::						•••	•••								•••		1867 1868
		•••		***				•••												1869
	::			•••	:::			•••		•••		•••								1871
				•••	:::	•••				•••		•••				•••		•••		1873 1874
	::									•••						•••		•••		1875
				•••				•••				•••		***				•••		1877
		•••								•,•					}			•••		1879
								•••		•••		 103 141	58·32 75·70	•••	•••	•••		•••		1881 1882
						•••				•••		162 167	63'11 66 26	•••				•••	 141'60	1883
	103.28											‡ 188	\$ 51.53			•••		40 25 28	123 14	1885
39	86 87 86 44			•••						25	452°38 297°54 339 84	180 232	55.86 53.92	•••				32 38	136 28 127 99	1887
50 60	68.01									26	240 69	217	60,1 0					42	105.04 30.06	1889
63 63	70°34 64°90 57°83									45	103.58	231	59 60 57 61			•••		44	90.06	1891
66 65	54.86									45 55 60	95'33 85'08 82'31	240 239	57.46	•••				48 52	79.32	1893
75 79	55'46 45'91 53'06									59 63	88•68	239 279 294	59 27 50'92			•••		52 61		1895
87	50.49	115.	80.00 81.12	 46	71.65	•••		 82	 76:49	*53	97.45 392.84	294 281 285	53.98		 rg a6			65 69	85.33	
77 86 86	59.26	139	58.63	46 41	81.28	59 66	81.84	91	72.21	92 26	6,212.77 483 88	270	54 79 65'07	152	58 36 55 02	70 65	70'77	70 72	106.16	
73	62°49 65°00	150	65.90 52.60		72.63 70.23	66	78.03 71.02	92 80	73.12	† 	†		55.28		50 21 50 21	74 77	70.25 70.25	63 56	105.01	

[•] For first-half of the year only, as traffic was stopped during the next half year on account of damage by earthquake.

† Closed for traffic from the 25th March 1900, and subsequently abandoned.

2 Information not available.

Appendix 7. Gain or loss.

Index to Appendix 7.

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraphs

TE LIN	STA											OF AIL- VAYS.	RA W.
					5* 6"						Ì	UGE.	
3					· · · · · · · · · · · · · · · · · · ·	1	1 (a)		•			s : No.	Class
Bene						NDIAN.	EAST I					lway.	Rail
Net traffic earn- ings.	Gross earnings.	Capital expendi- ture to end of each year.	Gain or loss to the State.	Come pany's share of net traffic receipts.	Annuity.	Interest.	Per cent. on Capital outlay.	Net traffic earnings.	Gross earnings.	Capital expenditure to end of each year.	Capital withdrawn to end of each year.	endar ear.	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	£		
			+ 59,14,239	61,25,877		1,65,74,363	8.34	2,86,14,479	4,35,46,730	34,32,77,360	31,467,091		879
		***	► 70,93,0S2	17,72,690		1,98,06,263	7'52	2,86,72,035	4,35,04,947	38,13,53,183	700	•	880
,	•••	10,51,983	+ 82,73,743	20,63,867	1,73,92,000	31,05,426	7.98	3,08,35,036	4,54,11,472	38,65,39,533	•••	·	881
! 		46,38,355	+ 71,95,249	17,88,073	1,73,92,000	32,81,764	1.63	2,96,57,086	4,71,17,594	38,84,97,311			882
_ 20.20	1,07,954	79,36,235	+ 80,77,307		1,72,57,772	38,16,170	7.08	3,11,50,980	4,94,67,085	39,02,67,160	•••		883
	4,54,837	90,54,719	+ 47,41,188	· ·	1,78,50,459	35,58,035	6.01	2,73,22,003	4,38,38,714	39,35,14,616	,	·	584
			t 05.0\$.482	16,29,502	1,79,75,714	38,13,262	8:33	3,30,16,960	4,63,86,889	39,63,72,475			3S5
8,23	5,35,353	90,04,051	+ 95,9\$,482 + 60,74,842	_	1,89,50,137	39,91,104	7 66	3,05,13,359	4,66,70,853	39,84,61,774	•••		886
	5,67,343 6,48,494	89,65,705 91,09,422	+ 64,62,734		1,92,13,333	40,70,944	7'83	3,13,34,263	4,60,65,661	39,89,90,537			337
						,		2 01 47 47	4.54.26.002	39,87,03,386			38
1,58,14	7,12,901	92,53,170	+ 47,53,555	1	2,03,43,530	40,73,297	7.60	3,03,35,075		39,96,98,156			889
2,95,98	7,37,191	94,46,671	+ 34,28,775		2,09,60,000	41,84,108	7.36	2,98,26,815		39,98,98,614].	390
2,45,90	6,67,804	95,88,212	+ 42,62,988	10,37,019	2,03,43,530	41,83,278	7.4€	2,90,20,015	4,40,3/,003	39,90,90,014			J -
3,27,73	8,11,666	99,44,845	+ 1,03,04,156	26,45,392	1,86,94,054	43,93,426	0,03	3,60,37,028	4,56,87,001	39,92,94,683	•••	\cdot	i 91
3,12,90	7,69,347	1,00,65,784	_		2,05,47,154	37,25,754	8'70	3,48,16,719	4,91,41,600	40,02,73,362	•••	-1	92
3,14,99	7,83,529	1,00,88,983		17,14,125	2,34,46,780	41,26,889	8.87	3,60,94,293	5,08,44,654	40,63,96,213	•••	-1	93
	_			5,39,767 I	2,43,89,582	43,37,988	8.88	3,64,26,405	5,26,89,485	41,02,12,212	🖞		24
2,41,182	8,20,179	1,01,41,094	1	14,29,078 +	2,61,01,122	45,73,681	9.10	3,78,34,726	,41,50,856	41,59,93,876			95
3,98,80g	9,47,391 9,33,266	1,01,77,466		2,45,733	2,58,59,455	46,90,562	8.72	3,67,77,682	,40,69,142	42,05,41,859	}	1	γ 6
5511,71			1		2.45.04.05	48,20,238	9.61	4,14,93,469	,88,28,013	3,17,67,029 5			7
5,16,922	11,38,199	1,17,36,810	,	3,87,763 +	2,47,34,406		9'17	4,08,07,269	- 1	4,49,70,192 5	1		8
3,68,008	10,24,657	1,23,58,300		4,99,244 + 0,09,920 +	2,32,64,533 2,21,45,516		0.18	,26,60,018		6,48,16,0646,	- 1	\cdot	9
4,41,813	11,39,689	,,,-,,029						17.75.50	84.74.022	S,06,19,396 5,	4		0
5,50,699	13,33,419	1,26,96,415	1,53,27,450		2,15,60,963	. 1		,47,15,571	1	9,44,34,925			ı
6,42,940	i	1,29,54,075	1,56,32,623	3,51,450 +	2,16,82,360	65,46,878	9*25	,57,13,311	-3190,030 4	ינון כשצורנו דדיי			

ŧ	Including Rs. 3,51,30,587 on account	of
	+ Includion and the st	

		-	
The !	gain in	1900 was	due to

	Page.	The gain in 1900 W	as due to
Ahmedabad-Parántij	60	Birur-Shimoga Bombay, Baroda and Central India 73 Gaekwar's Mehsána	Page.
Assam-Bengal	69		73
Bársi Light	38		33
Bengal and North-Western (Com-	68		41
pany's section)	_		75
Bengal Central	63	Cherra-Companyme	57
Bengal Dooars	30	Cooch Behar (Yesvantpur-Mysore fron-	•
Bengal Donare as tensione	61	Day teeling-ritmanayan	73
Bengal-Nágpur	61		67
Dezwarta extension	31	Deoghur 50 Howrah-Sheakhala 63 Hyderabad-Goddwari Vallou	6S
Bhaynagar-Gondal-Junggad-Porbando-	35	Diblid Millinga	73
PillUPaleRars: [British contion]			34
DROD31-Itársi (Nativa stata santiam)	34	Dibru-Sadiya 79 Jammu and Kashmir (Native state Fastern Report) State 62 section)	
li nopal-Ujjain	70	Lastern Bengal State	76
1' kaner	70		78
Bina-Goona-Bárán			78
. ,	69	Gae' war's Dabhoi . Jodhpur Hyderabad (British coetian)	77
		74 Jodhpur-Hyderabad (British section)	39

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ļ,

income derived by railways which are not guaranteed by the State.

11, 14, 48 and 50 of Report.)

ORKED	BY COMPA	NIES.				`				ľ	CLASS: O RAIL WAYS.
					5' 6"						GAUGE.
			1				4 (a).	•			Class: No
ENTRAL.						Benga	al-Nägpur.				Railway.
Per cent on Capital outlay.	Interest.	Com- pany's share of net traffic receipts.	Gain or loss to the State.	Capital expenditure to end of each year.	Gross carnings.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Com- pany's share of net traffic receipts,	Gain or loss to the State.	Calendar year.
	Rs.	Rs,	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
		•••	•••	28,62,990		•••		83,911		-83,911	1879
	,	***		55,49,511	1,03,952	28,215	0'51	1,58,804		-1,30,589	1880
	51,616		— 51,616	73,65,710	2,81,529	66,056	0.30	2,62,932		-1,96,876	1881
	1,85,534	,.,	-1,85,534	90,64,3\$8	6,04,386	1,89,171	2'0:	3,39,967	,	—1,50,79 6	1882
	3,17,449		3,56,839	96,43,590	13,20,021	6,83,860	7.09	3,73,283	,	+ 3,10,577	1883
	3,62,189		-4,81,871	1,06,34,112	13,23,014	6,58, 03ი	6.10	4,24,400	•••	+ 2,33,630	1884
0.00	3,60,162		—3,51,92 9	1,50,66,406	14,14,889	4,93,575	3.58	5,86 ,2 81		92,70 6	1885
	3,75,210	•••	-4,17,738	1,81,70,455	14,24,531	5,33,514	2'94	7,29,554	,,,	-1, 56,041	1886
	4,60,840	411	4,68,768	2,42,30,987	14,47,705	3,03,207	1'25	13,35,563	··•	-10,32,356	1887
1.21	5,19,942	•••	-3,61,797	5,23,92,291	16,09,195	5,62,971	1.07	22,17,333	•••	— 16,54,362	1888
3.13	5,18,693		-2,22,705	7,08,75,456	19,96,936	4,03,160	0*57	29,96,364		-25,93,204	1859
2*54	4,39,962	58,992	-2,53,047	8,14,66,762	28, 64 . 578	5,47,463	0.67	33,89,852		-28,41,389	189 0
3°30	4,72,482	73,429	-2,18,175	9,08,04,164	5 4,57,356	2 6,84,453	2.96	35,05,676		-8,21,223	1891
3,11	5,30,251	74,600	-2,91,948	9,56,14,736	60,83,562	30,08,166	3,12	39,05,345	•••	-8,97,179	1892
3*12	5,37,007	19,647	-3,01,662	9,80,08,424	б4,17,751	32,62,220	3°33	43, 97,594		-11,35,374	1893
2*37	6,11,415	***	-3,70,233	9,81,73,789	66,90,648	32,58,414	3.35	45,83,993		-13,25,579	1894
3.02	6,08,944	85,023	-2,95,158	9,88,94,777	68,74,740	35,41,444	3,28	48,56,800	• •••	-13,15,356	1895
3,30	5,69,175	91,306	- 3,16,016	11,05,30,319	63,68,525	29,27,869	2'65	48,27,504	•••	-18,99,635	1896
4.40	~ 5,36,809	95,271	1,15,158	13,04,58,784	62,00,309	29,79, 559	2.22	51,35,240		-21,55,681	1897
2.98	5,19,231	1,20,642	ì	\	68,79,193	1	2.39	54,23,186	i	-20,59,33	1898
3.48	5,07,035	97,581	1,62,80;	16,65,90,365	90,73,450	47,21,814	2.83	59,75,85	3	-12,54,03	1899
4.34	5,04,98	1,24,611	– 78,897	17,41,74,601	1,29,75,223	77,13,050	4.43	64,90,63	,	‡+12,22,41	3 1900
4.96	5,08,291	1,46,144	- 11,495	21,05,53,438	1,30,06,174	61,29,230	2.91	79,80,02	1,78,81	- 20,29,60	1 1901

premium paid for the purchase of line, the figures cannot be separated, exceptional famine traffic.

exceptionar ramme camer				
Jornat Káraikkal-Peralam Káraikkal-Peralam Khamgáon Kolar Gold fields Kolhápur Ledo and Tikak-Margherita Colliery Lucknow-Barcilly Ludhiana-Dhuri-Jakhal Madras Madras (North East line) Morvi Mymensingh-Jamálpur-Jagannath ganj Mysore-Nanjangúd Mysore-Section (Southern Mahratta) Nágda-Ujjain Nilgiri	Page. 50 Nizam's Guaranteed State 60 North Western State 61 Nowshera-Durgai 62 Dudh and Rohilhand State 63 Palanpur-Deesa (State portion) 64 Palanpur-Deesa (Darbar portion) 65 Petlad-Cambay (Anand-Tarapur strion) 65 Petlad-Cambay (Tarapur-Camb section) 67 Pondicherry 68 Pondicherry 69 Pondicherry 70 Powayan Light 71 Raipura-Bhatinda 72 Raipura-Bhatinda 73 Raiputana-Malwa 74 Raiputana-Malwa 75 Raiputana-Malwa 76 Raipatana-Malwa 76 Raipatana-Malwa 77 Raipatana-Malwa 78 Raipatana-Malwa 78 Raipatana-Malwa 78 Raipatana-Malwa 78 Raipatana-Malwa	. 21	Rohilkund and Kumaon Sagauli-Raxaul South Bchar South Indian Southern Mahratta Southern Punjab Tanjore District Board (Mayav Mutupet) Töpti Valley Törakeshwar-Magra Tarkessur Tezpur Bálipara Tirhoot State Udaipur-Chitor Wardha Coal West of India Portuguese	Page 64 63 56 42 40 58 58 65 57 66 38 77 32 3

Appendix 7. Gain or loss.

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraphs

RAIL WAYS	<u>. </u>											ATE LIN
GAUGE						5' 6"						-
Class: N	0.								· · · · · · · · · · · · · · · · · · ·			
Railway		,	Дноид-	Manmád.				77	VARDHA CO	AL.	·····	
Calendar year.	Capital expendi ture to end of each year.	Gross carniogs.	Net traffic earnings.	Per cent on Capital outlay.	Interest.	Gain or loss to the State.	Capital expendi- ture to end of each year	carnings	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Gain o loss to t State
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs	Rs.	Rs.		Rs.	Rs.
1879 .	. 98,90,308	4,67,557	-27,664		4,07,525	-4,35,18	s 55,99,77	1,65,158	6,073	0.11		
1880 .	. 1,07,29,227	6,95,091	65,145	0.01	li .	-4,11,15	1	3,02,879	-1,31,730		2,51,434	
1881 .	99,49,346	6,33,852	1,22,588	1.3		-2,70,85	1	4,75,988	1,19,447	2.03	2,57,032 2,37,91(-3,83,7 -1,18,4
1882 .	99,25,416	7,39,558	1,59,192	1.60	3,97,802	-2,38,610	60,94,186	5 05 620	98,287			
1883 .	1,00,64,757	8,22,833	1,92,139	1°91	1	1	i .	1 1		1.61	2,38,834	-1,40,5
1834	1,02,49,438	8,77,100	2,03,785	1*99	1		ł		5,89,382 2,11,860	3 20	2,47,60z 2,61,17(+3,41,7
1885	1,02,63,278	9,07,422	2,20,623	2*15	410.54	-1,89,921	66.62.22			İ		
1886	1,09,26,745	9,84,718	2,33,764	2'14			66,65,755	i i	1,46,395	2,30	2,64,219	1,17,9
1887	1,09,46,935	9,60,390	2,27,338	2'08		-1,96,589 -2,10,555	71,00,635		1,35,935	1,89		-1,42,29
	1			f		7- 1552	71,00,033	7,00,052	1,31,981	1.86	2,89,465	1,57.45
1888	1,09,75,115	10,31,762	2,55,445	2.33	4,38,458	-1,83,013	70,91,230	8.71.420	1,98,020			
	1,09,88,830	10,08,616	2,40,427	2'27	1	-1,89,892	70,54,755	ł	2,99,621	2.79	2,94,523	– E6,50
1890	1,09,93,448	10,61,316	2,63,134	2.39		-1,76,495	70,06,181	- 1	2,75,001	4°25 3'93	2,82,844	+ 16,77 6,29
891	1,10,44,039	11,90,340	3,08,583	0.20								,,
892	1,10,73,028	12,18,412	3,28,335	2'79	4,40,296	1	49,81,196		60,053	red	3,03,779	-1,43,72
893	1,11,37,125	12,90,798	3,48,572	2,96	4	-1,14,200	49,87,689	1	34,096	০ ধ্রে	1,99,337	-1,65,24
Í			5,45,5,2	3.13	4,44,246	95,674	49,87,689	2,10,556	87,123	1.20	1,99,484 -	-1,10,27
394	,12,11,642	13,61,866	3,81,993	3'41		1	ĺ	- 1		- 1		
95	,13,18,247	14,04,021	4,08,233	3.61	4,48,018		49,87,689	- 1	E9,2 S9	1.79	1,99,508 -	-1,10,21
96	13,73,050	13,11,585	3,67,395	3,53	4,50,104		49 90,794		76,36:	i*53	1,99,539	
j			2,7,05	3 -3	4,55,018	-87,623	49,95,305	,05,078	83,859	1.64	1,99,745	
97 1,	14,06,534	12,01,143	2,81,272	2.4.	4.00	- 1		1		1		
,s	14,23,076	11,18,296	2,89,536	2.2:	4,56,230 -	- 1	49,95,325 1		58,531	1.12	1,99,794 -	-1,41,263
9 1,	15,34,107	11,55,032	2,99,555	2.60	4,56,411 -	i	49,96,325 2	•	77,827		1,29,853 -	
	*	7,25,613	2,11,531			1,59,741	49,96,325 2	,07,216	82,500	ŧ	1,99,852 -	
л	Amalgan		1		2,30,220	-18,656	# t _j ;	75,390	† 80,754		99,927	+ -19,173
	1	nated with Grea	Indian Pen	ınsula rai	lway		An	algamate.	I with Great		1	

index to Appendix 7. † For the first-half of 1900. The figures for the second-half are included with those of the Great Indian Peninsula railway. † Capital withdrawn by the Guaranteed Company to 30th June 1900 on which date the line was purchased by the State.

			Party to Roth	l lune to	no on which the state of	
Ahmedabad Parantij	Page.	ı		34.10.19	oo on which date the line was purchased by the	
Amráoti .	1 -50.	ln: a		~	was parenased by th	16 State.
Minraoti	60	DIRUF-Shitmore		Page.	I .	
Assam-Bengal	бо	Bombay, Baroda and Central I	• .1	73	Gaekwar's Mehsana	D
Blesi I inte	-6	Bounday, Daroda and Central I	ndia		Gackwar's Mehsana	Page.
Bársi Light			a •	52	Great Indian Peningula	72
Dengal and North to			• .	59	Guntakal Mysore frontier	::
pany's section (Com-		C-111111	. 1		Guntakai Mysore frontier	33
pany's section) (Com-		Calcutta Port Commissioners	• • • •	43	Gwallor Light	41
Dengal Central	63	Cherra Companyganj	• • • •	57	Hardwar-Dehra	77
Bengal Dooars	20	Caral D Impanygan	. 1	37	i i ai dwar Denra	<i>75</i>
Daniel Dooris	30	COUCH Behar	٠ •۱	49	Hindupur (Yesvantpur-Mysore fron-	57
Bengal Dooars extensions	01	Uariceling, Himalana	• •	76	tier) . Crestant par Mysore fron-	• • • • • • • • • • • • • • • • • • • •
	61	Della II a malayan	• .l			
Pengal-Nágpur		Delhi-Umballa-Kalka	• 1	67	Howrah-Amta	73
		DCOPHIIC	• • •	56	Howrah-Sheakhala	67
DDBVnagar-County	35	Dhond-Manmad	1	63	The state of the s	26
Bhevnagar-Gondal-Junagad-Porhandar	33	Buond-Manmad	* 1	v ₃	Hyderabad-Godávari Valley	68
Bhopal-Itársi (British section)	,~	Dhrángadrá	• • •	32	Indian Midland	72
	34	Dihru-Sadiya	• •!	79	Towns and the same of the same	7.3
Bhopal-Ujjain State section)	70	E-st u-Sautya	. 1	19	Jammu and Kashmir (Native State	34
Billian Ollan	/0	Eastern Bengal State	• • •			
Bikaner	70	East Coast State	• •1	46	Jámnagar	4K
Bina-Goona-Baran	77	East Valle	. 1	70	Jamoagar	70
doug-Datan	21	East Indian	• • •	46	Jetalsar-Rajkot	78
• • • • • • • • • • • • • • • • • • • •	69 I	Gaekwar's Dabhoi	• •1	30	Jodhpur	78
<i>'</i>	•	TOTAL DEPOTION			Toguhui	10 .
			•	74	Jodhpur Hyderabad (British section)	77
					The standard (Dritten Section)	20
						37

income derived by railways which are not guaranteed by the State.

11, 14, 48 and 50 Report).

ORKED BY	COMPANIES.								CLASS: OF RAILWAYS.
			*	5' 6"					GAUGE.
	a			S (a)					Class: No.
			GREAT I	NDIAN PENIS	ISULA.				Railway.
Capital withdrawn for ex- penditure to end of each year.	Capital expendi- ture to end of each year.	Gross earnings.	Net traffic earnings.	Per cent, on Capital outlay,	Gunran- toed interest.	Annuity.	Com- pany's share of net traffic receipts.	Gain or loss to the State.	Calendar year.
£	Rs.	Rs.	Rs.	,	Rs.	Rs.	Rs.	Rs.	
23,462,648	25,59,56,152	2,52,48,315	1,01,90,602	3798	1,21,65,646	***	6,14,291	-28,89,335	\$ 879
23,457,141	25,57,96,113	2,19,53,753	1,11,05,551	4*34	1,24,93,200		5,53,S36	-19,41,485	1880
23,612,059	25,75,86,095	3,20,56,823	1,61,74,097	. 6•28	1,24,93,200		18,23,748	+ 18,57,149	1881
23,612,463	25,75,90,499	3,53,63,201	1,80,88,483	7*02	1,24,93,200	•••	32,05,883	+23,89,400	1882
23,902,881	26,07,58,700	3,51,14,365	1,75,36,005	6.72	1,25,12,925		33,22,918	+17,00,262	1883
24,153,947	26,34,97,600	3,36,56,544	1,59,55,250	6°06	1,42,81,503		24,76,048	-8,02,301	1884
21,607,304	26,81,43,316	3,64,32,0 .7	1,79,31,397	6.68	1,51,17,467	•••	2 ² ,97,344	+1,16,536	1855
24,685,803	26,92,99,673	3,92,57,907	2,08,78,390	7.75	1,60,91,138	,. <u>,</u>	39,89,569	+ 7,97,693	1886
24,784,517	27,03,76,543	3,99,27,468	2,10,80,237	7.80	1,66,44,568	•••	41,03,068	+ 3,32,601	1687
24,987,725	27,25,93,364	4,10,59,219	2,16,35,667	7 ' 94	1,72,81,176	411	43,31,246	₹ 23,245	1888
25,211,998	27,50,39,9\$1	3,70,68,814	1,78,91,616	6,21	1,74,32,160		26,82,255	-22,22,799	1889
25,458,497	27,77,29,064	3,81,45,242	1,90,22,952	6.82	1,55,23,271	<i></i>	31,04,971	+ 3,74,710	1890
25,439,314	27,75,19,781	4,52,55,333	2,32,50,708	8:38	1,67,57,262		51,89,008	+ 13,04,439	1S91
25,411,552	27,72,17,255	4,06,65,627	2,01,95,097	7*28	1,89,04,314		38,13,506	-24,22,723	1892
25,418,604	27,72,93,860	3,88,13,742	1,79,90,922	6.49	1,91,65,618	. "	29,25,476	-41,00,172	1893
2 5, 585,002	27,91,09,112	3,62,74,296	1,62,42,786	5°82	2,18,32,651	,	30,40,331	-86,30,196	1894
25,624,430	27,95,39,235	3,37,90,194	1,47,16,901	2,36	2,16,97,060	,	16,20,361	-86,00,520	1895
25,577,674	27,90,29,173	3,44,19,629	1,54,05,060	5.2	2,02,18,872	•••	21,53,257	-69,67,069	1896
25,601,181	, 27,92,85,611	7,84,32,402	93,83,654	3,36	1,80,46,470	•••		-95,62,S25	1897
25,808,652	25,18,37,621	3,49,77,496	1,41,02,053	2,00	1,83,20,313		13,57,327	-55,75,7S7	1898
26,053,839	28,55,49,756	3,58,09,431	1,56,57,520	5'48	1,79,65,944		17,"7,032	-40,S=,456	1899
25,082,787	42,77,77,327 § &	3,46,31,925	05,17,130 66,30,083	1.55	\$9,65,500 24,34,267	94,83,889	14,48,203	-9,76,573 -54,91,073	} 1900
	 42,88,90,745	4,16,57,453	2,16,4 ⁹ ,151	5.02	48,96,968	1,90,87,910	2,72,210	-26,67,344	1901

^{• §} Capital expenditure to 31st December 1900, including expenditure on the Wardha Coal and Dhond-Manmad railways, I Including Rs. 12,24,41,611 for premium paid for the purchase of line.

T For second half of 1900. ** Up to the first-half of 1900.

BULLEUL .	•	• .	•	•	۰
Karaikkal-Peralan	a	• '	•	,	•
Khamgaon .					•
Kolar Gold-fields		,		•	•
Kolhapur	•		,	•	•
Ledo and Tikak-N	largh	erita	Coll	iery	
Lucknow-Bareilly		, ,	,	•	٠
Ludhiana-Dhuri-Ja	ikhal		•	•	٠
Madras	٠		,	•	٠
Madras (North Ea	st lin	e) .		•	٠
Morvi .	•. •		•	.	٠
Mymensingh-Jame	upur	-Jaga	innat	:lı=	
ganj	• •		•	•	•
Mysore-Nanjungue	1 .		• .	٠	•
Mysore section (So	outhe	tn M	ahra	tta)	٠
Négda-Ujjain .				,	•
Nilgiri			,		٠
•					

Page.		
50	Nizam's Guaranteed State	
Σo	North Western State	
69	Nowshera-Durgai	
72	Oudh and Rohilkhand State	
74	Pálanpur-Deesa (State portrin) .	
62	Palanpur-Deesa (Darbar portion)	
39	Petlad-Cambay (Anand- Tarapur sec	
76	tion)	
76 52	Petlad-Cambay (Tarapur-Cambay	
36	section)	
79	Pondicherry	
	Powayan Light	
59	Raipur-Dhamtari	
74	Rajpipla	
40	Rajpura-Bhatinda	
70	Rújputana-Malwa	
60	Ranaghat-Krishnagar	

Page.				£
72	Rohilkund and Kumaon			- 1
48	Sagauli-Raxaul			• (
48	South Behar			. !
47	South Indian			
37	Southern-Mahratta .			
71	Southern Punjab .			
•	Tanjore District Board ()	Iav	avara	m-
71	Mutupet)		•	
,-	Tápti Valley		·	
71	lárakeshwar-Magra .			
71 S1	Tarkessur	Ĭ	•	- []
64	Tezpur-Bilipara	•	•	
44	Tirhoo: State	•	•	' '
47	Udaipur-Chitor .	•	•	• [
75	Wardha Coal	•	•	
/5	West of India Portuguese	•	•	• 1
75 36	Mest of itters Lottagaese	•	•	1

Appendix 7. Gain or loss.

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraphs

TATE LINE)	IL-	: KA YS.	LASS NV	C
			5"	5' 0						-		JGE,	GAT	
						3 (d).				-		: No	Class	
HOPAL-ITÁF	E		Indian Midland.									lway.		
Net traffic earnings,	Gross carnings	Capital expenditure to end of each year.	Gain or loss to the State.	Com- pany's share of net traffic receipts.	Interest.	Per cent. on Capital outlay.	Net traffic earnings.	Gross earniogs.	Capital expenditure to end of each year.			endar	Cal	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.		[
;••			-3,37,950	•••	3,06,178		\		Rs.	- 1	_			
•••	\		-3,37,491		3,57,620	0,32		90,916	73,22,551	- 1	•	•	•	79
***		•••	2,70,467	•••	3,48,809	0'91	28,342	3,01,681	81,63,253 86,16,663			•	•	80 81
•••		12,50,000	-2,55,072	•••	3,47,3°3	1*05	92,231	4 00 000	9-62-014					
•••		12,50,000	-1,97,034	•••	3,56,750	1*72	1,59,716	3,29,299 3,38,511	87,63,714 92,92,537	•	•	•	•	82
-1,4	7,664	12,50,000	-2,01,515	•••	3,74,122	1.42		3,68,326	1,18,68,111			•	•	83 84
-3,8	27,425	12,50,000	4,48,432	•••	6,48,112	1'24	1,99,680	3,94,081	. 60 14 100					•-
-3,2	27,822	12,50,000	16,54,74:	***	18,69,268	1	2,14,526	3,91,832	1,60,14,107 2,48,06,293	- 1	•	•	•	85 86
3,8	48,227	12,50,000	- 17,23,141	•••	20,00,184	0*54		6,32,204	5,10,96,457			•	•	86 87
5,:	55,117	12,50,000	24,81,29:	•••	2 8,55,4 98	0'54	3,74,204	10,27,638	6,96,63,213					38
5,4	79,163	12,50,000	24,91,045		31,24,456	0.81		30,69,255	7,84,45,085		•		•	89
15,	87,765		-30,09,500	•••	36,09,2 86	i l	5,99,780	31,24,365	8,32,79,427					90
48,0	1,30,584	15,13,568	-19,60,028		33,12,200	1'59	13,52,172	41,62,361	8,52,46,148					91
56,	1,53,099	17,46,008	-19,97,725	•	37,23,985	1*92	!	44,77,625	8,65,79,006					92
23,0	1,69,16:	20,25,058	-24,39,785	•••	41,40,194	1,02			8,71,62,843	·		•	•	93
б1,	1,61,638	21,71,496	20,57,451	•••	42,59,815	2'51	32,02,334	52,22,033	8,78,06,437)4
1	1,42,658	1	-29,49,135	ł	45,97,495	1 }		44,91,707	8,81,49,985	۱.				95
	1,63,688	1	-24,06,154	•••	44,23,983	3,18	20,17,829		9,25,53,896			•	•	9 6
бі,	1,52,215	22,97,134	-18,47,328	•••	42,53, 893	3,46	24,06,565	54,89,540	9,77,94,421					7
79,	1,93,364	1	-14,88,075	•••	39,99,986	3,23			9,96,74,805			•		8
84,	2,09,611		-11,83,511	•••	39,66,461	2*74			10,16,34,072	·		•	•	9
1,27,	2,55,120	\$3,8 7, 339	+ 10,53,527	***	38,18,460	4'72	48,72,287	90,60,560	10,31,35,002				•	ю
1	ì	l .	+1,79,56:	1,88,161	38,82,861	4.03		82,43,068	10,58,27,081			•		10

41 12 15 7	Page.		1	Page.	_	l Pag	8.
Ahmedabad-Parántij	бo	Birur-Shimoga	• 1	73	Gaekwar's Mehsana	. 72	
Amráoti	Gg	Bombay, Baroda and Central Ind	ia .	52	Great Indian Peninsula	. 33	
Assam-Bengal	38	Brahmaputra-Sultanpur		59	Guntakal-Mysore frontier	.} 41	
Bársi Light	68	Burma		43	Gwalior Light	. 75	
Bengal and North-Western (Com-		Calcutta Port Commissioners' .	• 1	57	Hardwar-Dehra	.1 <7	,
- pany's section)	63	Cherra-Companyganj	•]	49	Hindupur (Yesvantpur-Mysore fro	on-	
Bengal Central	30	Cooch Behar	- 1	76	tier)	. 73	ţ
Bengal Dooars	бı	Darjeeling-Himalayan	• }	67	Howrah-Amta	67	,
Bengal Dooars extensions	61	Dehli-Umballa-Kalka	-1	56	Howrah-Sheakhalla	. 69	3
Bengal-Nagpur Rezwada extension	31	Deoghur	-	63	Hyderabad-Godáveri Valley .	73	ŧ
Pezwada extension	35	Dhond-Manmad	•	32	Indian Midland	. 1 34	
Bhavnagar-Gondal-Junagad Porbaodar	78	Dhrangadra		79	Jammu and Kashmir (Native St.	ite	
Bhopal-Itarsi (British section)	34	Dibru-Sadiya		62	section)	. 75	;
Bhopal-Itarsi (Native State section)	70	Eastern Bengal State	- 1	46	Jámnagar	78	3
Bhopal-Ujjain Bikaner	70	East Coast State	- 1	46	Jotalsar-Rájkot	.1 78	š
Bina-Goona-Báráo	77	East Indian	•	30	Jodhpur	72	
Dina-Goona-Barao	69	Gaekwar's Dabhoi	- 1	74	Jodhpur-Hyderabad (British section	n) 39	

income derived by railways which are not guaranteed by the State.

11, 14, 48 and 50 of Report.)

WORKED BY	COMPANIE	S.		ŧ					CLASS: C RAIL- WAYS.	
<u> </u>				5′ 6″					GAUGE.	
3 (g)					10 (δ)		<u> </u>		Class: No.	
British section	on).			В	ezwada Exten	SION.			Railwa y.	
Per cent. on Capital outlay.	Interest.	Gain or loss to the State.	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	Per cent, on Capital outlay.	Interest.	Gain or loss to the State.	Calendar year.	
	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.		
	•••			•••			•••		1879	
	•••						•••	·	1880	
	***		•••	•••	•••		***		1881	
	50,000	50,000	•••	•••			••• •		1882	
	50,000	-50,000		•••	***		***		1883	
	50,000	-51,406	•••		•••		***		1884	
	50,000	-53,874	***				***		1835	
	50,000	-53,240		•••			•••		1886	
0,31	50,000	-46,150	8,11,654	۸.			16,363	-16,363	1887	
0°43	50,000	—44, 660	11,56,237	•••	•••		39,357	-39,357	1888	
•••	50,000	-55,422	13,46,302	76,671	16,326	1'21	53,530	-37,204	2831	
•••	50,351	— 66,923	13,90,830	74,731	16,318	1.12	54,530	-38,212	1890	
3,51	57,713	— 9,106	14,11,077	87,367	28,699	2.03	56,266	-27,567	1891	
3*23	69,131	-12,734	14,17,674	98,779	28,347	2*00	56,584	-28,237	1892	
2'57	78,429	—26,391	14,21,456	1,08,386	33,972	2 39	56,883	-22,916	1893	
2.83	83,509	-22,054	14,26,901	1,71,016	71,270	2,00	57,122	+ 14,148	1894	
2.02	89,323	-43,209	14,31,642	95,119	95,119	6 64	57,239	+ 37,880	1895	
2.16	90,107	-27,363	14,35,588	73,057	38,496	2'63	57,406	-18,910	1896	
2.66	91,806	-30,671	14,95,418	1,66,800	56,645	3'79	58,383	~ 1,738	1997	
3'42	92,477	-13,042	15,01,343	1,69,061	95,390	6.32	59,569	+ 35,821	1898	
3'56	93,303	 9,223	15,02,651	. 3,12,172	1,84,365	12.27	60,101	+ 1,24,264	1899	
5'33	95,293	+ 32,039	15,02,618	3,56,446	2,38,999	15.00	60,106	+ 1,78,883	1900	
5.66	98 , 989	+45,246	11,51,678	2,77,177	1,56,929	13.64	35,500	+1,21,420	1901	

(Page.	<i>t</i>	Page.	Î		, Page.
lorhát .	50	Nizam's Guaranteed State	72	Rohilkund and Kumaon		64
Káraikkal-Peralam	80	North Western State	48	Sagauli-Raxaul		63
Khamgáon	69	Nowshera-Durgai	48	South Behar		56
Kolar Gold-fields	72	Oudh and Rohilkhand State	47	South Indian		42
Kolhápur	74	Pálanpur-Decsa (State portion)	37	Southern-Mahratta .		40
Ledo and Tikak-Margherita Colliery.	62	Palanpur-Decsa (Darbar portion)	71	Southern Punjab '	<u>.</u>	58
Lucknow-Bareilly	39	Petlad Cambay (Anand-Tarapur sec-		Tanjore District Board (N	layavaram•	
Ludhiana-Dhuri-Jakhal	76	tion)	71	Mutupet)		43
Madras	52	Petlad Cambay (Tarapur Cambay		Tápti Valley		58
Madras (North East line)	36	_section)	71	Tárakeshwar-Magra .		65
Morvi	79	Pondicherry	81	Tarkessur		57
Mymensingh-Jamaipur-Jagannath-		Powayan Light	64	Tezpur-Balipara.		66
ganj	59	Raipur-Dhamtari	44	Tirhoot State		38
Mysore-Nanjangud		Raipipla	75	Udaipur-Chitor		77
Mysore section (Southern Mahratta)	40	Rajpura-Bhatinda	7:	Wardha Coal		32
Nágda-Ujjain	70	Rajputana-Malwa	36	West of India Portuguese		80
Nılgiri	бо	Ranaghat-Krishnagar	66			, n m =
						P. I. O.

Appendix 1. Gain or loss.

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraphs

CT 100 . OF									ST	ATE LINES
CLASS : OF RAIL- WAYS.				5' 6"			1		3′ 3¾″	
GAUGE.	<u> </u>								9	(f) and (g)
Class: No.]			11 (δ).						Rajputana.
Railway.			Madras	(NORTH-EA	ST LINE).					ICAJEGIAKA*
Calendar year.	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Company's share of net traffic receipts.	Gain or loss to the State.	Capital expenditure to end of each year,	Gross earnings.	Net traffic earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
			•••			,••		7,06,47,354	38,64,997	15,41,903
1879	' "				•••	•••		8,39,87,014	57,12,511	17,33,714
1881	"					41+		9,30,43,645	94,70,110	35,9%,044
, , ,	"		}							
1882			•••		***	<i>,</i>		9,91,53,933	1,14,52,614	52,84,668
1883			•••		1**			11,08,57,933	1,35,64,166	63,39,205
1884		•••			•••	•••		11,92,08,595	1,46,20,446	61,92,677
.50-	Ì				***	***		12,22,63,117	1,73,00,501	79,71,964
1886	1 "	•••	•••		•••			12,50,59,407	1,52,58,610	\$2,55.549
1887					***			12,87,69,487	1,65,28,203	\$1,24,547
,	<u>'</u>									
1888			444		•••			12,96,59,656	1,85,14,714	55,31,727
1889			•••		•••	•••		13,02,53,556	1,99,30,005	91,32,788
1890			•••		•••		·	13,00,91,510	1,74,29,281	86,42,525
1891			•••		***			13,17,20,440	2,17,59,570	1,23,17,065
1892		•••	•••		***			14,34,24,072	2,24,00,454	1,32,14,774
1893			•••		***			14,30,05,375	2,26,33,265	1,33,25,640
,								;		
1894			***		•••			14,72,89,555	2,51,44,700	1,54,75,342
1895		<i></i>	•••		•••			15,05,55,687	2,45,42,974	1,44,02,358
1895			e.	•••	•••	,		15,03,68,345	2,10,21,002	1,13,79,507
1897	=		•••		•••			14,94,51,054	1,84,74,358	1,00,97,00\$
1898			•••]	•••			15,03,74,730	2,23,17,315	1,19,05,991
1899 .			•••		•••	•••		15,14,26,773	2,60,94,54t	1,47,30,148
	18									
1900								15,31,25,211	2,91,75,054	1,60,55,050
1901	6,07,27,375	45,68,155	20,31,210	3.34	24,51,072		-4,19,862	15,43 58,634	2,78,62,296	1,45,59,645
Ahmedabad-P Ahmedabad-P Amráoti . Assam-Bengal Barsi Light Bengal Centra Bengal Dooars Bengal Dooars Bengal Dooars Bengal Alágpu Bezwada evter Bhávnagar-Go Bhopal Itarsi	opendix 7. Arantij North-Western on) I s extensions r ondal-Junagad-P British section) Native State sec	(Com-	Page. Co Birur- Go Bomb. 38 Brahm Galcut G3 Cherr 30 Cooch G1 Darjec G1 Delhi- 31 Deogh 35 Dhron 78 Dhron 79 East C 77 East I	Shimoga ay, Baroda; aputra-Sult aputra-Sult ata Port Con a-Companyg Behar sling-Himali Umballa-Ka uur -I-Münmad gadra -Sadiya n Bengal St.	and Central Incanpur amissioners' anj ayan ika	. F	Page. 73 Grekwar' 75 Great Ind 59 Guntakal 43 Handupur 161 Hindupur 162 Hownah-S 63 Hyderaba 32 Indian Mi 79 Jammu a 62 section) 46 Mmagar-R 30 Jodhpur	s Mehsana ian Peninsula Mysere frontier ight Dehra (Yesvantpur-M mta iheakhala d-Goddvari Valle idland nd Kashmir (N	sore fron-	Page, 72 33 41 75 57 23 67 68 73 34 76 78 78 78

DIX 7-continued.

Appendix 7. Gain or loss.

income derived by railways which are not guaranteed by the State.

11, 14, 48 and 50 of Report.)

ORKED B	Y COMPANII	ES.					•			CLASS: OF RAILWAYS
					3'	3}"				Gauge,
		,				9 (j).			Class: No.
ALWA.	•				Pálanp	JR-DFFSA (ST	ATE PORTION	1).		Railway.
Percentage on Capital outlay.	Interest.	Company's share if net traffic receipts.	Gain or loss to the State!	Capital expenditure to end of each year.	Gross carnings.	Net traffic earnings.	Percentage on Capital outlay	Interest.	Gain or loss to the State.	Calendar year.
	Rs.	R's.	Rs.	Rs.	Rs.	Rg.		Rs.	Rs.	~~~~
2.18	28,43,439		-13,01,536		•••	•••				1879
2,01	35,81,449	•••	-18,47,733		•••				***	1880
3.86	37,48,505	•••	-1,52,461		•••	***	•••	•••	•••	1881
5,31	38,74,919		+ 14,09,749		•••	***		406	•••	1882
5'72	40,74,805		+ 22,64,400		•••	•••		•••		1883
2,13	43,90,548	•••	+18,02,129		•••	•••	•••	•••	•	1884
6.23	49,10,379	•••	+ 30,61,585		•••	***	***	***	•••	1835
6.93	51,72,731	6,78,051	+ 31,5:,764	l i	***	•••		•••		1886
6.31	51,86,573	5,05,190	+ 24,31,779		***	***		***		1887
7.43	52,27,345	4,59,908	4 29,04,474		•••	•••		***		1883
7.01	52,48,893	8,56,110	+30,27,785		•••	•••		•••		1889
6 65	52,51,288	6,57,951	+27,73,:86		•••	•••		***	! •••	1890
9*35	53,13,844	S,78,935	4 G1.24,385					•••		1891
9*21	56,14,176	13,45,763	+(2,54,8)5	46,746	•••	***		1,031	-1,031	1892
9,2z	57,00,808	13,24,918	+62,93,914	1,78,953	2,131	1,110	0.63	5,371	-4,261	1893
10'51	5 ⁹ ,77, ⁹ 44	15,63,148	+ So,31,350	2,14,601	20,163	11,781	5'49	8,783	+2,999	1894
9'57	59,78,606	16,21,635	4 63,02,117	2,15,374	20,53)	11,512	5*35	8,378	+3,134	1895
7*57	60,63,242	9,93,351	+ 43,23,214	2,32,746	25,765	15,072	6'47	9,149	+5,923	1896
6.16	60,48,581	5,09,720	+ 35,38,707	2,33,264	24,131	12,243	5*25	9,305	+2,938	1897
7.91	60,77,303	9,53,967	+ 48,74,715		21,306	11,628	4*99	9,331	+ 2,297	1898
9.13	60,92,638	9,92,364	+ 76,45,125	i .	24,889	13,518	5.84	9,330	+ 4,288	1899
10'48	61,35,151	21,67,510	+ 77,52,289	2,33,264	26,583	12,616	5*41	9,330	+ 3,826	1900
9.62	61,89,498	13,785	4 86,86,362		20,526	10,548	4.52	9,330	1	1901

i	Page.	1	Page.		Page.
lorhát	50	Nizam's Guaranteed State	72	Rehilkund and Kumaon	64
Káraikkal-Peralam	ξo	North Western State	48	Sagauli Raxaul	63
Khamgaon	69	Newshera-Durgai	48	South Beliar	. 56
Kolar Gold-fields	72	Oudh and Robilkhand State	47	South Incian	. 42
Kolhápur	74	Palanpur-Deesa (State portion).	37	Swithern Mahratta	40
Ledo and Tikak-Margi erita Colliery	62	Palinpur Deesa (Darbar p rtion)	7,	Southern Punjab	
Lucknow-Bareilly	39	Petlad-Cambay (Anand-Tarapur sec-		Tanjore District Board (Mayavaram	.
Ludhiana-Dhuri-Jakhal	76	tion)	71	Mutupet)	43
Madras	5 ²	Petlad Cambay (Tarapur-Cambay		Tápti Valley	. 58
Madras (North-East line)	36	section)	ł	Tarakeshwar-Magra	65
Motvi		Pondicherry	8,	Tarkes-ur	57
Mymensingh-Jamalpur-Jagannath-	79			Tezpur-Bálipara	. 66
		Powayan Light Raipur-Dhamtari	64	Tirhoot State	1 28
Mysore Nanjangúd	59		44		. 32
	74	Rainipla	75	Udaipur-Chitor	'\ "
Mysore section (Southern Mahratta)	40	Rajpura-Ilhatinda	25	Wardha Coal	. 3.
Nas dá-Ujjain	70	Rajputana-Milwa	:6	West of India Portuguese	• }
Nılgiri	Бo ,	Ránaghat-Krishnagar	66		'm m ^
		-	•		P.T.O.

Appendix 7. Gain or loss.

Gain or loss to the State from railway outlay, as also the (Referred to in paragraphs

GAUGE.						3′ 3¾"									
Class: No.			14	(a)			16 (b).								
Railway.			Assam	-Bengal.			Tirhoot.								
Calendar year.	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	Percent- age on Capital outlay.	Interest.	Gain or loss to the State.	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings,	Percent- age on Capital outlay.	Interest.	Gain or loss to the State.			
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.			
							53,38,320	4,58,733	1,07,819	2,05	2,37,411	-1,29,592			
879 • •		***					56,13,274	5,51,068	2,33,662	4'16	2,50,659	-16,997			
880 • • 881 • •							72,02,917	5,84,255	2,36,200	3*28	2 , 6 7,2 45	-31,045			
.00-							1,07,92,877	6,60,022	2,54,047	2*36	3,86 ,6 12	-1,32,565			
882 •	"				∤		1,32,83,024	8,92,441	2,59,705	1,96	4,99,014	-2,39,300			
883 •		•••					1,48,64,982	11,90,072	2,66,582	1°79	5,74,369	-3,07,78			
1885 .						•••	1,44,47,916	12,78,634	3,59,269	2*49	· 5, 86,195	-2,26,92			
1856						•••	1,54.33,549	14, 8,638	5,01,189	3*25	6,30,914	-1,29,75			
1837		•••					1,97,49,195	17,22,955	6,95,725	3'52	7,79,801	-84,07			
1888 •				•••		•••	2,07,78,252	18,07,283	7,98,875	3.82	8,17,485	-18,61			
1889 .			•••				2,12,28,094	18,96,674	9,78,246	4 61	8,41,932	+1,36,31			
1890 .	.						2,29,94,165	23,92,977	13,21,797	5*75	9,41,207	+3,80,59			
1891 •	1,53,203				5,893	-5, S93	2,34,99,148	24,59,279	13,53,848	5'76	9,34,385	+ 4,19,4			
1892 .	30,16,133	•			2,66,378	-2,66,378	2,43,25,504	21,84,862	13,15,815	5'41	9,50,025	-,			
1893 •	1,07,63,192	,			6,09,987	—6,09,987	2,49,02,833	26,81,190	13,43,133	5'39	10,01,205	+ 3,41,9			
1894 •	2,46,89,198	***			8,76,954	-S,76,954	2,50,08,061	29,42,30	14,63,22	5.82	9,98,388	+ 4,64,8			
1895 •	4,04,38,298	2,14,426	-8,047		13,95,636	-14,03,683	2,56,02,092	30,89,644	14,88,367	2.81	10,18,013	+ 4,70,3			
1896 .	5,21,39,304	6,18,785	33,238	0'06	23,73,034	-23,39,796	2,60,38,655	31,61,172	14,85,330	5.40	10,27,821	+ 4,57,5			
1807 . •	6,37,67,401	9,90,640	72,214	0,11	22,56,279	-21,84,055	3,11,00,098	32,38,10	15,54- 0	5,00	10,38,630	+ 5,16,2			
1898 ·	7,56,41,721	13,08,124	54,551	0.01	24,45,275	-23,90,724	3,46,48,176	31,42,14	0 15. ₉ 1,18;	3 4*59	13,18,76.	4 + 2,72,4			
1899 •	8,69,56,236	16,19,646	3,22,704	0'37	28,63,084	-25,40,380	3,80,27,533	34,24,80	3 13,80,16	3,63	14,62,60	3 # -82,4			
1900 .	9,56,01,772	17,09,955	3,64,364	0*38	33,31,350	29,67,026	4,30,15,249	36,47,19	7 15,16,85	0 3*5	16,19,23	1 1-1,02,			
1901 •	10,41,49,467	21,34,252	4,56,654	0'44	35,06,252	-30,49,598	4,61,91,293	43,16,76	o 21,98,8a	7 4.70	17,67,79	9 +4,31,			

Index to rippondate is				
	Page,		Page.	ľ
Ahmedabad-Parántij	60	Birur Shimoga	- 73	Gaekwar's Mehsana
Amráoti	69	Bombay, Baroda and Central India	52	Great Indian Peninsula
Assam-Bengal	38	Brahmaputra-Sultanpur	. 59	Guntakal-Mysore frontier
Barsi Light	6S	Burma	43	Gwalior Light
Bengal and North-Western (Com-	1 1	Calcutta Port Commissioners'	57	Hardwar-Dehra
pany's section)	63	Cherra-Companyganj	49	Hindupur (Yesvantpur-Mysere fron-
Bengal Central	30	Cooch Behar	• 76	teir).
Bengal Dooars Bengal Dooars extensions	61	Darjeeling-Himalayan	. 67	Howrah-Amta
Bengal Docars extensions) 61)	Delhi-Umballa-Kalka	. 56	Howrah-Sheakhala
Bengal-Nagpur		Deoghur	. 63	Hyderabad-Godávari Valley
Bezwada extension		Dhond-Manmad	. 32	Indian Midland
Bharnagar-Gondal-Junagad-Porbandar		Dhrangadra	. 79	Jammu and Kashmir (Native State sec-
Bhopal-Itarsi (British section)		Dibru-Sadiya	. 62	tion)
Bhopal-Itarsi (Native State section) .		Eastern Bengal State	. 46	lámnagar
Bliopal-Ujjain		East Coast State	46	letalsar-Rajkot
Bikaner		East Indian	30	lodhpur
Rina-Goona Barán	l 69 l	Gackwar's Dabhoi	7/	Jodhpur-Hyderabad (British section)
•	_		/7	. Togubat-rry detapati (Difficit section) . 1

income derived by railways which are not guaranteed by the State. 11, 14, 48 and 50 of Report.)

						·			·····				CLA OF R WA		
-						3′ 3∄	^						GAU		
<u> </u>			17 (b).						18	(c).			Class		
		Lucki	iow-Barei	LLY.			V	Jodhpur-Hyderabad (British Section).							
Capita expendite to end o each yea	re Gross		Percent age on Capital outlay.	Intere	Company share of ne traffi receipt	Cain or lot to the Sta	Capita expend ite. ture to e of each	i. Gross nd earning	Net traffic earnings.	Percent- age on Capi- tal outlay	Interes	Gain or loss to the State	Caler year		
- Rś.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	 		
•••	•••														
•••	***	•••											1879		
·•••	"		•••			***				•••			1881		
•••			•••												
4,84,91	5		•••	11,192	2	-11,19	2			•••			1882		
13,43,699	10,239	839	0.06	36,572		-35,733	3			***			1883		
5,45,567	82,827	17,243	0.63	53,247		-36,004						ĺ			
12,16,146	1,15,295	28,729	0.68	1,48,570		-1,19,841] "	***	•••		1885		
72,24,221	2,92,470	67,924	1,30	1,85,046		-1,17,122	- 1			***	***		1886		
2,82,870	3,52,327	99,031	1.87	2,03,503		-1,04,472							,		
4,59,585	4,28,731	1,47,863	2' <i>7</i> 0	2,16,189		-68,321				***	***		1888		
5,33,824	4,56,738	1,32,338	2,05	2,30,699		- 98,361		***			•••		1889		
9,17,845	4,95,068	1,73,011	2'10	2,72,065		— 99,054							1000		
,65,804	6,82,836	2,74,601	3*36	3,07,651	11,501	- 44,551	2,31,401 16,31,818			•••	5,356	-5,356	1891		
3,89,362	7,28,878	2,73,541	3'26	3,26,770	2,135	- 55,364	16,61,031	33,206	-1,949	•••	59,649	-61,598	1892		
			ļ					-,500,000	16,471	0,00	65,767	-49,296	1893		
,93,058	9,72,269	4,48,218	5.22	3,45,323	79,310	+ 23,585	17,27,619	1,45,222	36,062	2.08	68 04-				
,22,466	8,25,934	3,13,116	3*59	3,56,596	15,834	- 59,314	? !	1,68,139	46,609	2.63	68,940 71,080	-32,878 -24,471	1894		
,63,620	8,27,599	3,02,071	3.34	3,48,885	13,415	 60,229	1 8,00,79 9	1,87,503	64,376	3.24	71,420	-7,044	1895 1896		
02,715	8,27,371	3,35,776	3.61	3,61,550	26,980	 52,754	18,37,796	0 0F 10c	-			.	-		
,90,476	10,34,088	5,00,200	5*27	3,64,852	65,721	+ 68,627	20,19,772	2,05,182 2,22,647	59,413	3*23	73,552	-14,139	1897		
97,485	12,72,160	6,33,355	6.63	3,65,537	76,332	+ 1,91,486		2,25,242	70,159 88,463	3°47 2 64	77,553 1,07,380	-7,394 -18,917	1898		
21,432	12,53,801	6,51,957	6.21	3,73,097	.42.6						. ,,,,,,,,	10,917	1899		
.	13,72,520	7,58,124	1	3,91,795	i	+ 1,31,249 + 2,67,133	641,71,400 38,81,861	1,93,211	65,933	1		-1,13,051	1900		
	.					-,0/,133	וסטקוטנטנ	4,24,307	1,73,567	4'47	1,52,429	†+ 21,138	1901		

* Including the Hyderabad-Rahoki section.
† The gain in 1901 was due to the completion of the line which previously was only partially open.

,	Treatment of the Mile Mile	cu picylously was only partially open
Jorhát Káraikkal-Peralam Khámgáon Kolar Gold-fields Kolhápur Ledo and Tikak-Margherita Colliery Lucknow-Bareilly Ludhiana-Dhuri-Jakhal Madras Madras (North East line) Morvi Mymeusingh-Jamál pur-Jagannath- ganj. Mysore-Nanjangúd Mysore section (Southern Mahratta) Nagdá-Ujjain Nilgiri	Page. 50 80 North Western State Nowshera-Durgai Oudh and Rohilkhand State Pálanpur-Deesa (State portion) Palanpur-Deesa (Darbar portion) Petlad-Cambay (Anand-Tarapur section) Petlad-Cambay (Tarapur-Cambay section) Pondicherry Powayan Light Raipur-Dhamtari Raipipla Raipura-Bhatinda Raipura-Bhatinda Raipura-Bhatinda Raiputana Malwa kanaghat-Krishnagar	Mutuneth Board (Mayavaram-
		1 · 2 · U.

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraphs

	ASS RAII	سرا										ST	ATE LINES			
	NAY GAUG								3' 3%".							
	53 : N					21	(a).	 			•	21 (8)	•			
						Souther	м Манка	TTA.		Mysore Sectio						
	Railwa	25S.)			1	1								
•	Calen yea			Capital expenditure to end of each year.	Gress earnings.	Net traffic earnings			Company's share of net traffic receipts.	Gain or loss to the State.	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.			
				Rs.	Rs.	Rs		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.			
0									***		7,98,213					
1879 1880	•	•		•••	***	4**		•••		•••	21,37,736					
1831	•	•		•••	***	•••		•••			36,56,345	1,31,525	53,753			
1882					۸.	***		•••		•••	45,95,05S	2,88,390	1,03,495			
1883	•				•••	•••		•••		,	5 7,69, 0 37	3,02,895	99,675			
1884	•	•	٠	2,77,07,721	2,13,059	1S,131		14,77,195	•••	-14,95,327	62,64,620	3,61,449	1,65,479			
1885				3,63,00,076	8,65,276	1,40,238	0.33	19,81,340	•••	-18,41,102	54,89,346	4,33,954	2,07,784			
1885	•	•		6,15,07,620	16,34,918	4,58,372	0 79	26,43,220		-21,54,828	71,35,111	4,69,274	1,05,395			
1887	•	•	•	7,87,73,165	30,32,417	10,03,624	1.52	34,64,086		-24,60,462	91,36,438	5,13,784	1,41,198			
1888				S,65,84,298	38,38,616	8,85,493	1 01	31,89,505		-23,04,012	1,25,76,692	5,70,657	52,295			
1889				9,18,52,138	40,31,604	9,61,618	1,01	32,91,520	41,700	23,71,602	1,44,24,093	8,96,273	2,22,034			
1850		,	٠	9,32,85,016	44,71,095	9,14,664	ი•ე\$	31,39,444	30,036	-22,54,816	1,47,11,610	11,86,318	2,61,700			
1891				9,42,66,041	47,60,557	16,29,919	1 72	35,89,851	2,58,845	-22,18,777	1,50,76,285	13,24,525	4,43,717			
1892				9,61,10,671	44,33,107	13,47,979	1.40	31,85,511	3,43,266	-21,So,77S	1,45,36,205	13,99,463	4,47,406			
1893	•	•	٠	9,45,71,662	57,29 918	23,16,567	2'45	35,42,479	5,34,949	-17,60,861	1,45,42,217	16,83,203	6,74,705			
1834				9,51,44,496	58,50,542	20,18,567	2.13	45,87,598	5 ,57, 55 ⁶	-31,26,587	1,47,60,293	14,45,412	4,76,156			
1895				9,56,02,591	64,68,011	25,88,948	2 71	46,80,290	5,22,407	-26,13,747	1,49,22,452	15,78,281	6,30,769			
\$96	•			9,60,94,788	67,12,230	29,11,959	3 03	44,45,740	7,23,698	-22,57,479	1,51,08,257	15,84,981	6,76,873			
8 37				9,67,12,833	64,92,310	27,82,625	2.83	42,62,8°6	6,97,133	-21,77,394	1,51,99,757	18,90,019	7,95,147			
E93			.	9,74,67,550	50,61,871	15,02,414	1*54	41,10,275	5,44,277	-31,52,138	1,55,07,319	13,92,851	4,13,421			
£93		•		9,78,60,569	58,70,516	18,95,002	1,01	40,10,557	3,85,332	-25,00,887	1,56,75,416	10,60,469	3,29,033			
çoo				9,82,62,274	64,66,525	22,83,366	2*32	40,02,119	5,81,807	-23,00,560	1,58,70,510	13,76,391	4,71,201			
çot				0,84,64,118	5°,2° 471	7,311,134	1.75	40,12,851	4,92,728	-28,04,445	1,60,14,879	14,33,240	4,07,791			

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	77 Fast Indian		28 77
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Bikaner	77 Fast Indian	Jetalsar-Rajkot Joobpur Jodhpur-Hyderabad (British section)	

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orked b	Y COMPANIE	S.								CLASS: OF RAIL- WAYS.				
				3′3¾″.						GAUGE.				
						21 (c)	•	•		Class: No				
OUTHERN N	MAHRATTA).				Guntakal-Mysore Frontier.									
Per cent. on Capital outlay.	Interest.	Company's share of net traffic receipts,	Gain or loss to the State.	Capital expendi- ture to end of each year.	Gross earn- ings.	Net traffic earnings.	Per cent, on Capi- tal outlay.	Interest,	Gain or Icss to the State,	Calendar year.				
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs,	Rs.					
	23,960		23, 9€o						•••	1879				
•••	68,908		 68 , 9oS						•••	1880				
1.47	98,912	•	- 45,159					•••	•••	1881				
z·25	1,68,989		-65,494		\					1882				
1'73	2,19,351		-1,19,676							1883				
2.64	2,41,052	4,14	-75,573							1881				
3'20	2,51,730	•••	-43,946	,						1885				
1*48	5,57,104	•••	-4,51,719						 ,	1886				
1*55	6,70,864	`	~ 5,29,666		***					1887				
0*42	V,94,210	·	-6,41,915							1888				
1,24	7,07,500	47,964	5,33,330	•••		-			•••	1889				
0'02	6,48,733	52,831	 4,39,864	•••	•••	"				1830				
5,01	6,54,850	90,004	-3,07, 137					•••		1891				
3.06	7,29,624	1,01,305	-3,83,023							1892				
4.61	7,70,439	1,64,670	-2,60,404	58,39,806	1,97,374	7 ⁸ ,955	1'35	4,67,933	-3,88,978	1893				
3'23	8,38,525	1,43,566	-5,05,935	58,58,414	3,68,951	1,27,874	5.18	2,34,529	-1,06,655	1894				
4'23	8,70,947	1,23,096	· -3,63,274	58,71,739	4,39,329	1,81,657	3.00	2,34,639	-52,932	1895				
4*48	8,21,58\$	1,71,768	-3,16,483	59,00,158	4,80,992	2,10,690	3'57	2,35,616	24,926	1896				
2,53	7,75,708	1,80,992	-1,61,553	59,02,499	6,38,278	2,75,9 ⁸ 3	4.68	2,36,000	+ 39,983	1897				
2.67	7,38,461	1,66,986	- 4,92,026	58,98,866	4,25,703	1,32,471	2.52	2,36,026	- 1,03,555	1898				
2*10	7,21,117	76,861	-4,68,945	58,9S,6oS	3,84,829	1,28,459	2.18	2,35,996	-1,07,537	1899				
2'97	7,18,200	1,11,070	- 3,58,069	59,00,045	4,36,116	1,57,837	2.68	2,35,960	78,123	1900				
2*55	7,22,244	1,07,697	 4,22,150	59,02,583	4,47,313	1,36,659	2.32	2,36,115	99,456	1901				

Jorhát Káraikkal-Peralam Khámgáon Kolar Gold-fields Kolhápur Ledo and Tikak-Margherita Colliery Lucknow-Bareilly Ludhiana-Dhuri-Jakhal Madras Madras Morvi Mymensingh-Jamálpur-Jagannathganj Mysore-Nanjangud Mysore-Section (Southern Mahratta) Nágdá-Ujjain	Page. 50 80 69 72 74 62 39 76 52 36 79 - 59 74	Nilgiri Nızam's Guaranteed State Nızam's Guaranteed State North Western State Noushera-Durgai Oudh and R hilkhand State Púlanpur-Deesa (State portion) Palanpur-Deesa (Darbar portion) Petlad-Cambay (Anand-Tarapur section) Petlad-Cambay (Tarapur-Cambay section) Pondicherry Powayan Light Raipur-Dhamtari Raipipla Raipura-Bhatinda Raiputana-Malwa	Page. 50 72 48 47 37 71 71 81 64 44 75 36	Ranaghat-Krishnagar Rohilkund and Kumaon Sagauli-Raxaul South Behar South Indian Southern Maharatta Southern Punjab Tanjore District Board (Ma Mutupet) Tarakeshwar-Magra Tarkessur Tezpur-Balipara Iirheot State Udaipur-Chttor Wardha Coal West of India Portuguese	yavaram	Page. 66 64 63 56 42 40 58 65 577 66 38 77 80
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Gain or loss to the State from railway outlay, as also the (Referred to in paragraphs

								•						TATE I	
DASS: OF RAIL. WAYS.						3′ 31							•		
GAUGE.						23 (a).								
Class:						COUT	i Indian.								
No.										Com-			's	Gai	n or
Railway.		<u>_</u>	T		\		Net	outl.		Interest.		share of net		loss	to the state.
Calendar year.	Capital ex		Capital expenditure to end of each year.		oss ings.	•	eraffie earn- ings.	Per cent. on	ea			tral recei	pts.		
							_				Rs.	l	Rs.		Rs,
	1	_ \	Rs.	1	Rs.		Rs.		_		20,95,206				0,31,953
	1	£			2,62,067	16	0,63,253	ı	2'40		21,28,643	1			1,98,626
	.1	4,235,506	4,41,96,5 ⁵⁸	1	5,59,593		9,30,017		2.02	1	21,30,568	1	\		S,92,842
1879		4,291,552	4,46,77,075		7,55,688	٠	2,37,726		2'73						7,38,543
1881 • •		4,333,844	4,52,22,730	1		١.	14,02,328		3.00		21,40,871		•••	-	- 8,24,245
1001	1	4,347,889	4,53,69,280		37,58,714	1	13,22,134		2,81	1	21,46,579	1	•••	-	- 10,47,980
1832 • •	1	4,350,605	4,53,97,614	l	38,69,668		14,92,491		3°19	,	25,40,471		•		
1883 • •	1	4,476,143	4,67,51,66	•	41,83,049				3'20	.	27,02,145		•••		-11,20,431 -15,04,582
1881	1	·	4,93,74,90	. \	45,60,126		15,81,714		2.8	١.	29,80,495		•••	1	-15,38,991
1885 • •	- 1	4,720,278	5,15,40,1	1	49,20,176	5	14,75,914	1	2*8	3,	31,25,720	1	·	1	
1886 • •		4,919,007	5,40,64,3		51,79,32	* \	15,56,729			- 1	33,90,05	, \	•••		-17,48,365
1887 • •	-1	5,155,793	1	- 1	56,58,68	3"	16,31,692	-		92	35,29,93	- 1	•••	1	-17,66,824
1533 . :	\	5,318,431	5,57,91,9		59,39,37		17,63,11	1		66	35,19,56		1,43,341	:	9,95,600
1889 • •		5,936,087	6,25,01,	1	64,25,5	1	26,67,30	5	3	100		1			-12,31,012
1890 • •	\	***	7,27,15,	1		6	23,58,7	4	2	.81	35,89,7		•••		-11,74,088
	1	4**	8,39,44		70,36,7 77,14,9	1	27,77,0		:	3'27	39,51,0	1	•••	1	- S,23,820
1891 •		4++	8,50,16	1	77,143: 80,42,	1	30,34,3	1	:	3.62	38,58,1	52		1	
1892 •		•••	8,30,6	,202		1	32,83,8	65	1	3'95	42,81,	812	1,06,4	1	11,04,396 6,35,862
1893 •			8,31,4	5,521	80,46	1	32,83,0 38,96,0		1	4.66	42,77,	578	2,55,2	1	- 2,84,75
1894			8,35.7	,	E9,14		35,90, 40,27,		1	4.81	40,60	677	2,51,5	.07	
1895 •			8,34,9		89,45	,581	1				38,76	.142	3,25,	390	+ 95,22
1895 •			8.55	0,017	91,8	1,403	42,95		1	5*15	1		3,05,		- 2,20,4
1837 •				55,032	84,6	7,581	35,35			4°72 4°85	1 -	9,891	2,45	,608	+ 98,0
1 898 •		.\ "	1	15,782	84,7	4,462	39,50	,540		4 03			1 60	3,408	++3,51,6
1569 •	•	. "			Sa.	1,825	43,9	7,916		5*2	- 1	7,879	1	9,540	+ 12,31,
#ADD				,03,278	Į .	44,657	1	5,176		6.0	7 37,	23,736	4,55	9934°	
1901 .			\$,91	,12,077	1,01,	443431	1						,		67,33,159 on 2

Index to	Appendix	7.
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Abmedabad-Parintij Actroti Assam-Bengal Bats' Light Bergal and North-Western (Company's section) Peagal Central Pengal Decars Bengal-Nagur Bezunda extensions Bengal-Nagur Bezunda extension Bh. vanagar-ier-lat-lunigad-Perbandar Bh. pal-Itarsi (British section) Phengal-Itarsi (Notive State section)	69 Brahmaputra-Sultanpur 58 Brahmaputra-Sultanpur 69 Calcutta Port Commissioners' Calcutta Port Commissioners' Cherra-Campanyganj Cooch Behar 61 Darjeeling-Himalayan Delhi-Umballa-Kalka Deoghur Dhoad-Manmad Dhrángadrá Dibru-Sadiya Lastern Bengal State East Coast State 70 East Coast State	
Bhepal-Itarsi (British Section) Ehepal-Itarsi (Native State section) Bropal-Ujjain Braner Braser Bras-Goods-Barán	70 East Coast State	Jodhpur-Hyderabad (British section)

[†] Tho gain in 1900 was due to the

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			•			3′ 3€″							GAUGE		
		23	(6).			1		24 (a)					Class: N		
•	Tanjori	District l	BOARD PET).	(Μάγλνλ	RAM-	Burma.									
Capital expenditure to end of each year.	Gross earn- ings.	Net traffic earn- ings.	Per cent on Capital outlay.	Interest.	Gain or loss to the State,	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Com- pany's share of net traffic receipts.	Gain or loss to the State.	Calenda year,		
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.			
••• ,			'		•••	1,23,86,597	9,55,918	1,41,743	1*14	5,47,438	***	-4,05,695	1879		
•••		•••			***	1,25,87,340	13,22,710	5,21,0\$5	4'14	5,62,331	***	-41,246	18So		
***		•••		,	109	1,35,51,992	15,43,622	6,45,077	4'73	5,86,210	***	+ 58,867	1881		
•••		***			•••	1,78,39,222	15,75,691	6,30,430	3'53	6,23,969	**1	+6,461	1882		
•••		•••			•••	2,19,77,689	15,62,886	5,60,766	3, 22	7,46,068		-1,85,302	1883		
•••		***			***	2,56 ,37, 089	21,05,421	8,21,936	3.51	9,69,215		-1,47,279	1884		
•11		•••			***	2,72,85,343	21,63,656	4,73,123	1,13	10,61,184	***	-5,88,051	1895		
•••	,	***			4**	2,88,52,604	26,57,955	9,41,149	3'26	12,64,242		-3,23,093	1886		
• • •		•••	•••		•••	3,66,52,847	33,24,2 ⁶ 3	15,58,303	4'25	13,15,249	444	+2,43,054	1887		
••		•••			, ***	4,83,73,677	33,76,218	12,71,960	2.63	18,18,560	4**	-5,46,600	1888		
•••		•••			•••	5,12,49,158	46,90,263	15,73,552	3'07	20,17,224	***	-4,43,672	1889		
61,509		***		1,230	-1,230	5,56,22,296	54,71,432	23,48,191	4'22	21,35,308	•••	+2,12,883	1890		
1,82,149		***	•••	10,873	-10,873	6,08,31,289	58,55,197	23,71,392	3.00	23,28,287		+43,105	1891		
3,94,423		•••	4	37,331	-37,331	6,64,02,875	71,00,618	33,86,088	2,10	24,90,321		+8,95,867	1892		
,62,957		•••		70,947	-70,947	7,03,47,005	67,22,506	22,42,492	3,10	27,19,995		-4,77,503	1893		
1,79,123	1,63,460	62,942	2.02	1,00,701	-37,759	7,37,14,721	62,87,354	23,23,328	3.12	28,94,375		—5,71, 047	1894		
1,47,438	2,42,024	93,669	3.83	95,700	2,031	7,57,29,659	67,11,052	27,02,356	3'57	30,01,163		-2,98,807	1895		
1,49,GSo	2,47,772	99,361	4.00	97,861	+1,500	8,13,44,229	76,08,5 58	29,85,751	3.64	34,43,442		-4,57,691	1856		
,91,854	2,66,081	1,11,496	4*47	99,159	+ 12,337	8,73,31,890	86,76,403	38,82,673	4*45	38,31,674	1,62,877	-1,11,878	1897		
,94,905	2,46,199	77,627	3,1 i	97,843	22,216	9,24,93,509	89,91,451	37,58,523	4'10	39,49,899	1,61,076	-3,22,452	1828		
,97,355	2,42,016	96,798	3.88	99,845	~ 3,047	10,11,17,647	88,25,724	35,78,407	3*54	38,35,209	1,24,994	-3,81,795	1899		
,50,776	2,32,250	97,782	3.09	1,02,734	- 4,952	11,03,96,635	1,10,29,947	48,94,824	4'43	38,49,026	3,47,606	†+6,93,192	1900		
,17,511	2,90,637	1,35,765	4.22	1,38,841	3,076	11,99,22,408	1,18,85,329	49,89,656	4'16	40,41,108	4,42,439	+5,05,109	1901		

of premium paid for the purchase of line as regards 1891 to 1901, opening of 131 miles of new line.

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to the State from railway outlay, as also the

•		autlay, as also the
	Gain or loss to the State from railwa	Referred to in paragraphic
44	Gain or loss to the Sie	Remarks
-dix 7.	0	STATE LINES
Appending Gain or loss.		
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CLASS: OF RAILWAYS.	4(6)	
GAUGE.	RAINUR DHANTAFI.	Gricor Lielli
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, 1883		314 Jan 344
7 <u>2</u> 30 •		
1891 ·		\ \
1892		
1203 •		
1891 •		
1895 1896		
1030		***************************************
. 1 1897		1'47
1898		
,	13,69,833	Page. Page. Page.
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-	Index to Appendix 7. Page. Birur-Shimnga and Central India . 100 100 Brahmaputra-Sultanpur 100 Brahmaputra-Sultanpur 100 Brahmaputra-Sultanpur 100 Brahmaputra-Sultanpur 100 Brahmaputra-Sultanpur 100 Brahmaputra-Sultanpur	43 Hardwart Con antput
	as madabad Port Commits	l lillowing and lilling a seller the
	Assam Bengal Assam Light Stock Western (Com- 63 Cooch Behar Cooch	of Indian Middle Combine (Native
	Central .	Indication and Kasman 77 77 77 77 77 77 77 77 77 77 77 77 77
	Bengal Docars Bengal Docars extension Bengal Nagpur Bengal-Nagpur Bengal-Nagpur Bengal-Ragnada extension Bengal-Ragnada extension Bengal-Ragnada extension Bengal-Ragnada-Rondal-Junagad-Porhandar Bhavangar-Gondal-Junagad-Porhandar	Jammu and Razini 77 Jammu
	Bhopairtians (Native State	.,
,	Bhenal-Hars Bhenal-Ujjain Hikaner Bina-Goona-Bárán	
	Bina-Goona	

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ORKED BY CO	OMPANIES.							CLASS: OF RAIL- WAYS.
				•				Gauge,
		TOTAL STATE	LINES WORK	(ED BY COMPA	NIES.			Class: No
								Railway.
Capital expenditure to end of each year.	Gross earnings.	Net traffic carnings.	Per cent. on Capital outlay.	Interest	Annuity.	Companies' share of net traffic receipts.	Gain or Ioss to the State.	Calendar year.
Rs.	Rs.	Rs.		Rs.	Rs,	Rs.	Rs.	
75,82,76,205	7,81,60,331	4,15,06,436	5'48	3,58,36,511	•••	67,40,168	-9,70,243	1879
S1,63,26,647	8,11,07,830	4,31,77,823	5*28	4,01, 41,208	***	23,26,526	+7,10,039	1880
82,97,37,952	9,46,46,855	5,31,04,366	6.33	2,37,24,777	1,73,92,000	38,87,615	+81,59,974	1881
86,09,04,239	10,25,15,091	5,30,50,418	б .20	2,45,29,764	1,73,92,000	49,93,956	+ 90,43,698	1882
89,33,76,969	10,81,27,527	5,88,54,380	6·5S	2,57,73,676	1,72,57,772	53,22,649	+ 1,05,00,283	188
94,84,67,603	10,38,96,970	5,33,24,316	5 62	2,99,49,129	1,78,50,459	36,48,371	+ 18,76,357	1884
98,17,85,663	11,39,37,679	6,27,64,324	6 •39	3,27,96,267	1,79,75,714	43,26,846	+ 76,65,397	1885
1,02,18,18,347	11,96,48,058	6,49,60,028	6 35	3,72,12,162	1,89,50,137	61,14,900	+ 26,92,829	1886
1,10,62,52,922	12,10,91,617	6,63,29,041	б о 1	4,00,33,164	1,92,13,333	61,96,510	+ 10,85,034	1837
1,18,24,25,419	12,60,22,662	6,78,95,940	5'74	4,30,90,239	2,03,43,530	59,95,847	— 15,33,676	1888
1,23,20,13,198	12,76,70,163	6,39,68,574	2,13	4,49,34,667	2,05,60,000	44,59,376	 63,86,469	1889
1,26,86,63,039	12,88,49,143	6,70,69,318	5. 58	4,38,47,928	2,03,43,530	50,85,141	22,07,281	1890
,29,98,82,267	14,67,92,241	8,47,45.715	6.21	4,59,04,210	1,96,94,054	91,41,513	+ 1,10,05,çoS	1891
1,33,31,37,213	14,87,90,579	8,32,68,559	6.31	4,90,49,926	2,05,47,164	77,78,701	+ 57,92,768	1893
1,35,85,51,256	15,23,99,678	8,31,93,577	6.13	5,22 ₁ 86,20 <i>2</i>	2,34,46,780	67,35,920	+7,24,675	1893
1,38,77,66,063	75,40,97,835	8,47,02,486	6.10	5,75,27,791	2,43,89,582	70,30,127	-42,45,014	1894
1,41,81,97,639	15,53,05,548	8,51,14,369	6.00	5,91,18,811	2,61,01,122	56,72,703	~ 57,78,269	1895
1,45,72,48,062	15,38,21,861	8,22,17,416	5 64	5,85,30,847	2,58,59,455	56,41,095	-78,16,981	1896
1,51,79,40,248	15,27,01,770	8,15,13,994	5:36	5,73, 6 8,338	2,47,34,406	43,86,126	 49,74,876	1897
1,57,33,14,867	16,25,56,825	8,55,78,978	5'43	5,72,94,849	2,32,64,533	61,76,713	-11,57,117	1898
1,64,63, .9,528	17,5 (,4S,813	9,40,94,303	2,51	5,81,35,954	2,21,45,516	67,86,024	+ 70,26,809	1899
,82,51,40,548	19,24,20,546	10,56,47,125	5*78	5,29 50,550	3,10,19,852	71,06,030	+ 1,45,40,693	1900
1,97,00,87,374	20,60,79,675	11,20,39,537	5*68	5,13,30,730	4,07,70,270	42,52,162	+ 1,56,86,375	1901
dhiana-Dhuri-Jak dras dras (North East rvi mensingh-Jamél anj sore-Nanjangud	argherita Colliery	80 Nor 69 Nor 72 Out 74 Pál 62 Pál 39 Pet 76 ti 52 Pet 36 ser 79 Pon Pov 59 Rai	am's Guarante th Western St shera-Durgai th and Robnikt anpur-Deesa (1 ad-Cambay (2	pand State State portion) Darbar portion) Anand-Tarapur se (Tarapur-Camba	. 1 71 1	Rohilkund and F Sagauli-Raxaul South Behar South Indian Southern Mahra Southern Punjab Tanjore District Mutupet) Tapit Valley Tarakeshwar-Mi Tarkessur Tezpur-Bálipara Tirhoot State Udaipur-Chitor Wardha Ccal West of India P	tta Board (Mayavaran	F

Gain or loss to the State from railway outlay, as also the

· 4 6	Gain or loss to the State Tron	(Referred to in paragraphs
ppendix 7 ain or loss.		STATE LINES WORKED
211-		
		5′ 6″•
CLASS: OF RAILWAYS.	5'6", 3' 3½" and 2'6".	EAST
GAUGE.	2 (a) and (b).	
Class: No.	EASTERN BENGAL.	Capital Gross Net traffic earnings.
Railway.	Per- cent. Annuity. Share of to the State	
	Conital Capital Grass Net traffic Capital Profits.	Rs.
Calendar year.	withdrawn expension to end of to end of each year. earnings lay. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs	5,177
	Rs. Rs. Rs. 3,0733 -87	7,456
	33,75,186 5'33 29,275	
1879 • 1880 •	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$,29 523
7881 •	. 5,862,258 0,395	,54,710
-900	6,232,511 6,50,12,040 80,73,465 47,01,710 070 15,92,486 3,50,920	
1883	6,433,625 7,01,037 78,12,979 24,80,520	-3,80,37 ⁸
1884	72,85,916 25,25,336 3.06 21,02,19 19,04,750	
1895	8,25,04,099 82,73,918 30,89,720 3 47 41,71,008 14,90,152	
1886	9,04,97,792 94,30,399 43,0077	+6,30,009
1887	55,25,424 5.80 23,83,744 20,43,953	+11,28,969
188	9,52,541-53 1,11,76,674 61,91,025 5155 30,96,150 18,14,110	
	89 • 10,94,13,252 1,14,75,355	(2,60,11,131)
18	1 1 2 07 440 10313 1 1 2 07 110:3319	+10,32,643 3,58,67,473
1	205 4 1 2055 1,15,50,50	14,80,678 1,50,921
	1892 . 11,61,73,626 1,20,3-5	7 23,007
	65 07 311 1,40,15,720 033374 (2.70 41,50,415 13,7,333	+31,40,001 6,33,64,948 24,66,753
	-Cat - 1 Cat of 7581 1,451 917 - 1 Cat of 141,00,13 1	29,21,162 8,92,453
*1	1895 • 11,91,25,239 1,50,81,07	" +21,26,831 7,22,269 25,10,742 6,69,031
	1896 ·	+22,36,416 S,65,93,097 43,92,237
	1807	26,54,794
	1898 • 13,09,91,403 1,50,13,40	+ 29,77,139 S,80,71,731 64,04,543 + 18,59,493 Amalgamat ed with B N. and Madras
	5 co. 460 9 ² ,40 ³ ,40 ³ 665 23,37,123	··· Transfer
, company	13,51,97,243 1,71,003 83,03,281 5.88 41,11,003	+ Including
	1901 • •	Pege la chart's Melitána is
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	Bengal Dooars extensions Bengal Dooars extensions Bengal-Nágpur Bengal-Nágpur Bezwada extension Bhávangar-Gondal Junágad-Porbandar	Jodhpur Hyderabad (British Section)
	Brioph, Mariye Start	74 Joanpar and
	Bhopal-Uilsin Bhopal-Uilsin Bikaner Bjna-Goona-Bárán	,
	Bjna-Gouna-2	

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BY T	HE STATE.				·		·				CLASS: (RAIL WAYS
					5'6" and 3' 32"						GAUGE.
					6 (a) and (c).						Class: No
Coast, Oudh and Rohilkhand.											Railway
Per cent. on Capi- tal out- lay.		Gain or loss to the State.	Capital withdrawn to end of each year.	Capital expenditure to end of each year.	Ginss carnings,	Net traffic earnings	Per cent. en Capital out lay.	Interest.	Surplus profits paid to Company.	Gain or loss to the State.	Calenda year,
Rs.	Rs.	Rs.	£	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	[
•••			5,803,576	5,80,31,764	43,44,843	18,19,936	3'14	28,00,000	٠	-9,80,064	1879
***			6,022,408	6,02,24,081	44,55,150	19,04,409	3'16	28,19,946		9,15,537	1880
•••			6,253,043	6,25,30,935	49,28,730	19,75,699	3.19	29,14,137	•••	-9,38,435	1881
•••			6,527,984	6,52,79,840	52,62,844	18,01,371	2'76	30,67,622	***	-12,65,251	1882
•••			7,076,944	7,07,69,446	54,5 ⁶ ,255	24,80,362	3.20	31,35,495		₩6,55,133	1583
•••	***		7,914,33 ⁹	7,91,43,383	52,75,198	23,26,146	a' 94	41,14,587	***	-17,88,441	1884
	•••		8,543,442	8,54,34,476	55,37,3 ⁶ 9	17,95,361	2'10	46,53,333	•••	- 28,57,972	1885
•••	***		8,951,277	8,93,12,775	65,05,408	28,60,755	3'20	51,83,014		-23,27,259	1886
•••		•••	9,170,667	9,17,06,668	65,46,213	31,35,249	3'42	53,98,339	,	-22,63,090	1887
	•	•••	9,184,165	9,18,41,619	70,77,0 53	30,16,005	3'28	51,67,494	•••	-21,51,489	1888
•••				9,22,32,226	75,39,683	42,04,076	4.26	49,71,898	•11	-7,67,822	1889
•••	7,590	—7, 590		10,36,90,668	73,81,396	37,54,47 ⁸	3.62	44,23,109	***	-6,68,631	1890
	2,33,786	2,33,786	***	10,37,39,746	85,64,209	49,42,458	4 76	47,25,666	•••	+2,16,792	189 r
	7,41,621	-7,41,621		11,43,96,473	85,42,836	50,16,329	4.39	52,79,411	•••	-2,63,082	1892
' 43	13,48,868	-11,95,136	•••	11,18,19,680	87,15,927	50,17,053	4*49	53,01,058	•••	-4,84,005	1893
*34	15,92,909	14,41,988	, 411	11,37,88,572	1,05,18,836	57,36,138	5*04	63,11,123	***	-5,74,9%5	1894
•65	19,12,886	-15,83,702		11,74,06,536	1,02,94,880	52,55,948	4'48	63,69,949	***	-11,14,001	1395
85	23,72,875	18,32,974	•••	12,01,70,873	86,97,0 7 6	43,50,507	3.65	б1,30,729	***	-17,79,822	1896
23	26,96,796	-18,04,343	***	12,53,20,627	85,t5,8 ₅ 6	36,95,778	2'95	59,77,486	***	22,80,708	1897
81	30,98,828	-24,28,997		12,73,91,601	98,51,599	53,07,727	4'17	58,76,247	•••	-5,68,520	1898
78	35,14,602	—19,77,30 8	•••	13,30,85,811	1,11,38,990	60,76,595	4*57	59,75,202	•**	+1,01,393	1899
°o1	34,4 ⁶ ,555	-7, 91,761	·m	13,64,96,257	1,15,15,132	55,91,727	4.10	62,28,195	•••	6,36,458	1900
rail	ways.		•••	13,97,17,437	1,32,54,991	72,20,007	5'17	63,12,044	***	+ 9,07,963	1901

of premium paid for the purchase of line. of premium paid for the purchase of line.

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Gain or loss to the State from railway outlay, as also the (Referred to in paragraphs

NES WORK	STATE LI									: OF AYS.	LAS
	•			".	5'6	 -					GAG
				a).	7 (•		.1245
Nowsher						ESTERN.	North W				
	1					Per	7			ay. 	Rail
Gross carnings	Capital outlay.	Gain or less to the State.	Surplus profits paid to Com- pany,	Annuity.	Interest.	cent. on Capi- tal out- lay.	Net traffic earnings.	Gross earnings.	Capital expenditure to end of cach year.		Cale
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	R ₅ ,		
•••		-44,92,145	•••	•••	1,00,29,015	2*55	55,36,870	51,27,621	21,67,64,247		79
•••		- 36,02,480	21,123	•••	1,11,36,919	3.03	75,55,561	1,00,30,666	25,05,35,401		°0
•••		-71,51,301	•••	***	1,17,64,868	1*75	46,13,547	90,04,725	26,38,29,396		91
•••		-47,\$7,701		•••	1,05,83,712	2'11	57,96,011	82,43,072	27,49,44, ^S 70		82
•••		-21,24,688		•••	1,07,43,931	3,00	87,15,243	1,03,81,148	28,18,15,806		S3
•••	•••	 30,05,070	•••	***	1,18,26,701	3,05	88,21,631	1,07,68,748	29,20,27,775		84
•••		-28,80,523	1,25,953		1,64,98,697	4°34	1,37,44,127	1,49,78,983	31,69,43,458		85
•••		-47,15,042		53,00,733	1,14,07,148	3,35	1,19,92,839	2,53,60,901	36,09,90,705		86
•••	•••	-1,24,09,516		£8,30,322	1,01,56,779	1,21	57 ,77, 585	2,10,03,388	38,37,70,872		87
***	•••	—1,08,98,09 6	,	83,45,756	1,09,18,938	2'12	83,66,59S	2 57,79 305	39,71,81,000		88
•••	•••	- 94,90,543		83,98,768	1,13,76,516	2,21	1,02,84,741	2,82,06,820	40,94,31,603		ر3
•••	•••	—SS,63,307		74,54,323	1,16,66,585	2'34	1,02,57,601	2,73,99,035	43,75.89,322		90
***		— 79,40,321		80,05,299	1,20,67,543	2'75	1,21,32,521	3,25,78,355	44,08,53,143)1
•••		-1,19,59,146	.,,	89,84,076	1,24,26,030	3,10	94,50,960	2,64,35,665	44,93,12,842)2
;**		-1,20,62,584		90,98,545	1,27,61,682	2 13	97,97,643	2,92,68,732	45,92,25,753	•)3
•••		92,97,343	***	1,03,59,045	1,24,63,279	2.13	1,28,25,181	3,23,14,097	46,99,28,097)4
•••		— 73,71,5So		1,03,17,385	1,35,01,193	3'39	1,64,46,998	3,52,18,382	49,49,36,634		5
•••		—1,19,92,Cot		95,43,588	1,42,35,427	2'38	1,18,86,409	2,94,41,749	50,03,13,064		6
•••		- 86,56,59:		90,50,191	1,45,85,298	2.04	1,49,78,897	3,29,03,448	51,00,47,45\$		7
•••		- 51,02,948		\$6,35,849	1,50,41,459	3.60	1,85,74,360	3,76,01.912	51,58,34,091		\$
•••		- 75,12,384		85,61,406	1,50,40,208	3.08	1,60,89,223	3,52,21,759	52,22,86,203		9
•••		-1,07,82,695		85,76,682	1,54,25,164	2.20	1,32,19,151	3,15,22,237	52,78,48,285		o
95,0	17,97,886	-36,76,957	•••	86,07,222	1,54,91,908	3*\$4	°.04,17,173	4,10,91,240	53,07,51,734	·	I

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							- 			WAYS.
~					2′ 6″	- 				GAUGE
	7	(J)								Class: N
IRGAI.				Cherra-Companygani,						
Net traffic earnings.	Percent- age on capital outlay.	Interest.	Gain or loss to State.	Capital expenditure to end of each year.	Gross earnings.	Net traffic earniogs.	Per cent. on Capi- tal out- lay.	Interest.	Gain or loss to the State.	Calenda year.
Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
•••	***		•••	•••		•••		960	•••	1879
			•••	444		•••		•••	•••	1880
•••			•••	•••		•••		***	•••	1851
•••	···	•••	***		***			•••	•••	1882
		•••	•••					***	•••	1883
•••	•••	•••	•••	15,208			•••	бо8	608	1884
•••		•••	***	4,81,665				15,350	-15,360	1885
***		{		5,87,939	4,044	-14,074		21,901	~35,975	1886
•••	•••	•••	•••	7,11,143	9,705	22,403		26,547	48,950	1887
***	•••			7,57,595	8,138	20,622		30,102	-50,724	1888
•••			•••	7,65,715	* 10,316	-14,514		30,553	-45,067	1889
•••			***	7,72,975	17,490	 2,8 ₅ 6		30,771	-33,627	1890
	,	***	•••	7,73,282	18,472	606	***	30,945	-31,551	1891
•••	•••	•••	•••	7,77,609	18,571	8 63	0,11	22,545	-21,677	1852
	***	•••	•••	7,78,390	22,841	3,408	0'44	14,595	—11,187	1893
		•••	•••	7,50,473	24,835	4,393	o'56	14,0\$5	 9,692	1894
		•••	•••	7,81,590	24,403	2,761	0,32	14,052	11,301	1895
***	•••		***	7,78,151	26,340	672	0'09	14,046	—I 3,374	1896
•••		···. /	***	7,69,121	10,969	-31,922		13,644	-45,566	1897
•••		•••	•••	7,70,027	2,004	-1,22,500	•••	13,561	-1,36,061	1898
314	•••		•••	7,69,179	9,015	- 34,607	•••	13,566	-48,173	1899
•••			•••	7,68,723	4;851	-25,221		13,571	-38,792	1900
60,702		58,786	-1,19,488	•••	. 2,829	-8,594		13,531	-22,125	1901
chase of line. chat raikkal-Pera amgáon lar Gold-fiel- lhápur do and Tikal cknow-Barei dhiana-Dhur ddras ddras (North rvi ymensingh-Ja	lam ds k-Margherit lly i-Jakhal East line)		80 North 69 North 72 Oud 74 Pálan 62 Palan 76 tion 52 Petla 36 sect 79 Pond Powa	m's Guaranteed h Western Star is and Rohilkhar apur-Deesa (Star d Cambay (Ant.) d Cambay (Tr. ion) icherry yyan Light ur-Dhamtari	nd State te portion) thar portion) and-Tarapur s	1 71	South In Southern Southern Tanjore I Mutupe Tápti Vz Tárakesl Tarkessu Tezpur-E	dian Maharatta Punjab District Board tt) alley war-Magra dilipara		1

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraphs

CLAS	s: 0	F R	AILV	/AYS	٠				•		e lines work				
		AUG	E.					2' 0"							
	Cla	ss: !	No.				33								
	D.				-		JORHAT.								
		ailwa						[
	Caler	dar :	year.			Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Gain or loss to th State,				
					-	Rs.	Rs.	Rs.		Rg.	Rs.				
879 :	:	:	:			Ì	***			•••					
58o .						•••	•••			***					
881 .	•					•••	***	•••		***	***				
3S2 :	:	-	:			•••	***	•••		***	•••				
383 .	:						•••			•••	***				
384 .	•	•				4,38,338	1,161	-483		17,533	-18,010				
385 .						5,14,641	31,828	—7,4 55		19,395	-26,S ₅				
586 .						5,84,608	38,271	-13,887		22,026	-35,91				
887 .			•	•		6,79,372	49,199	-13,772		, 26,603	-40,38				
888 .	:					7,10,376	55,477	75		27,807	-27,73				
. و88						7,33,649	59,665	-3,543		29,057	-32,60				
. ogg	•	•	•	•	•	7,42,35t	61,967	6,162	o*\$5	29,448	-23,28				
S91 .						7,51,421	64,583	1,483	0,30	30,026	-25,54				
892 .						7,54,791	66,079	11,789	r*56	30,107	-18,31				
S93 .	•	•	•	•	•	7,99,680	69,810	14,436	1,81	32,013	-17,57				
£94 .	:	:				8,18,184	71,933	11,201	1'37	3 ² ,5 ⁸ 7	-21,38				
895 .						و04,25	84,696	18,720	2.52	32,919	-14,19				
89 6 .	•			•	•	8,65,300	89,996	13,745	1,29	33,592	-19,84				
S9 7 .	:				•	9,02,416	96,186	14,124	1*57	36,102	21,97				
. 2g3						9,09,445	95,958	20,135	2,51	36,1 <i>7</i> 9	-16,0.				
8ეე .	;	:	:	•	•	9,31,626	95,488	-5,946		37,223	-43,T7				
900 :	:	:	:	:		9,08,643	86,69 ₅	-15,664		36,341	-52,00				
901 .						9,01,038	_ 83 184	-4,169		36,248	-40,4				

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Assam-Bengal	69	Bombay, Baroda and Central India .	52	Great Indian Peninsula	33
	38	Brahmaputra-Sultanpur	59	Guntakal-Mysore frontier	41
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pany's section)	63	Cherra-Companyganj	49	Hindupur (Yesvantpur-Mysore-fron-	57
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Bhopal-Ujjain	70	East Coast State	46	letalsar Ràikot	70
Bikaner	77	East Indian	30	lodhpur	70
Bina-Goona-Baran	59	Gaekwar's Dabhoi	74	Jodhpur-Hyderabad (British section)	//
•			74	Jodnipar-Mydelabad (British Section) (39

11, 14, 48 and 50 of Report.)

Y THE STAT								RAIL- WAYS
								GAUGE.
	ŧ	s	TATE LINES WO	TOTAL ORKED BY THE	STATE,			Class: N
								Railway
Capital expenditure to end of each year.	Gross earnings.	Net traffic - earnings.	Per cent on Capital outlay.	Interest.	Annuity,	Surplus profits paid to companies.	Gain or loss to the State.	Calenda year.
	Rs.	· Rs.	_	Rs.	Rs.	Rs.	Rs.	
33,71,44,487	1,54,94,736	99,36,120	2'95	1,56,80,180	•••	3,67,326	-61,11,386	1879
37,41,31,836	2,11,76,876	1,28,35,156	3'43	1,68,84,557	•••	5,56,072	-46,05,473	1880
39,03,12,236	2,14,39,191	1,08,75,652	2'78	1,75,29,927	•••	8,24,125	- 74,78,4∞	1881
40,52,37,556	2,20,85,320	1,23,14,841	3*04	1,64,43,941	•••	8,95,329	-50,24,429	1532
32,27,70,275	2,39,10,868	1,59,01,321	4'92	1,68,28,209	•••	4,98,223	-14,25,111	1883
44,68,37,390	2,38,58,086	1,36,27,820	3.02	1,75,51,915	3,50,920		- 42,75,015	1884
48 ,58,7 9 ,0 89	2,78,34,096	1,80,57,369	3'71	2,33,69,579	7,22,920	1,25,953	—61,61,083	1885
54,10,77,405	4,01,82,542	1,79,15,353	3 31	1,90,73,328	72,50,483	***	-83,63,458	1886
56,73,65,847	31,71,38,904	1,33,81,441	2'36	1,97,79,281	1,03,20,474	***	-1,67,18,314	1887
58,57,44,876	4,34,38,223	1,68,87,480	2.88	1,90,28,085	1,03,56,767		-1,24,98,372	1883
60,04,80,335	4,69,93,158	2,05,62,185	3'44	1,94,26,727	1,04,42,721	•••	—92,07,0 63	1889
65,25,88,058	4,63,38,270	2,00,85,708	3.08	1,92,53,653	92,68,433		-84,36,378	1590
66,96,78,135	5,33,01,059	2,36,07,956	3*52	2,02,89,132	99,53,497		-65,34,673	1891
70,66,44,901	4,66,19,597	2,07,13,673	2'93	2,23,85,895	1,06,37,998	•••	-1,23,10,220	1892
72,46,63,602	5,05,27,117	2,16,21,410	2.98	2,36,11,526	1,07,47,730		-1,27,37,846	1893
74, 59,60,364	5,84,26,105	2,70,81,393	3.63	2,45,15,607	1,22,51,095		— 96,85,303	1894
77,14,31,803	6,20,36,351	3,10,28,085	4'02	2,59,81,424	1,21,89,950		-71,43,2 ^S 9	1895
80,46,17,575	4,60,03,58.4	2,57,93,920	3,51	2,68,92,801	1,13,99,741		-1,24,93,622	1590
83,33,79,523	5,92,03,854	2, 76,10,942	3,31	2,75,89,829	1,07,03,469		-1,06,81,943	189
85,45,06,678	6,50,80,094	3,27,84,617	3.84	2,84,55,630	1,02,10,869		-59,81,882	189
87,46,60,319	6,64,70,925	3,19,63,642	3.62	2,90,81,075	1,01,23,797		-72,41,230	189
88,92,90,882	6,66,33,918	3,06,71,211	3.45	2,98,52,332	1,01,43,451	***	-93,24,572	190
81,45,07,947	7,11,29,721	3,58,71,996	4*40	2,60,24,182	1,09,39,345		-10.91,531	190

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Morvi	79	Pondicherry	S ₁	Tarkessur	57
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gani	59	Raipur-Dhamtari	44	Tirhoot State	38
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Gain or loss to the State from railway outlay, as also the

(Referred to in paragraphs

Gruge,									5′6″				
Class: No.) و	a)			۲				11 (a	•)
Railway			Вомвау,	BARODA A	ND CEN	TRAL INDIA	١.					Madr	AS.
Calendar year.	Capital withdrawn for ex- penditure to end of each year.	Capital expenditure to end of each year.	earnings.	Net traffic earnings.	Per cent. on Capita outlay	Guaran- teed Interest.	share of		Capital withdraw for ex- penditure to end of each year.	to end of	earnings	Net traffic earnings.	Per- centag on Capita
	£	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	£	Rs.	Rs.	Rs.	
1879 .	7,829,814	8,54,16,16	2 71,52,788	32,13,354	3.4	43,69,254		-11,55,90	0 10,502,11		1	1	
1880 .	7,767,056		1	47,34,654	5*58	43,69,254	5,83,840	S,02,29	3 10,448,00.	11,39,78,220		7.0,	I
1881	7,942,499	8,66,45,44	97,45,133	56,78,755	6.27	43,69,254	8,30,798			11,40,07,808		1	,
1882, ,	8,028,939	8,75,89,09	1,01,70,190	50,15,619	5'73	43,07,734	8,05,346	- 98,46	10,447,214	11,39,69,608	69,18,57	25 50 P.	
1883 .	8,157,542		1,19,22,209	67,16,067	7.24	43,38,189	11,44,829	1	1	11,39,92,074		1	3'2
1884 .	5,274,713	9,02,69,608	1,21,95,590	68,87,562	7°63	49,99,341	13,17,768	1	10,473,022	I		1 30.13	2.2; 3.2;
885	8,457,042	9,22,58,636	1,31,40,336	74,01,987	8.02	52,35,189	14,57,541	+7.00.257	10,544,706				
	8,495,850	9,26,82,002	1,35,05,633	78,73,228	8'50	55,87,440	16,97,985		10,631,619				2.2
\$87	8,544,452	9,32,12,200	1,21,64,856	69,99,127	7'50	57,17,318	12,56,053		10,456,434	1-51	79,66,097 81,72,535	32,29,243 28,80,029	2'78 2'52
888	8,670,553	9,45,87,846	1,27,38,033	70,48,164	7.45	60,29,893	12.53.5						` - 3-
889 .		9,49,45,797	i	75,41,c81	7'94	61,10,257	12,68,879		10,576,377	11,53,78,656	\$5,31,054	35,21,615	3'05
30 .		9,53,16,045	1	74,23,195	7'70	54,66,227	14,22,120	-55,566 +5,34,848		11,63,84,605	91,10,894	37,38,421	3'21
. τς:	3,762,123	9,55,86,799	41.27.750	\$0.00	5.5					,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	93,00,134	45,21,480	2.83
		9,55,28,735	1	82,25,120 81,30,959	8.60		18,06,348	+ 5,56,776		11,89,52,099	93,44,688	39,06,529	3*28
93 . 80	,	9,62,57,802	i	95,78,044	- 1	1	17,86,755	-2,13,741	1	11,97,71,835	96,24,670	42,92,133	3.28
				25,7 = , = 4,4	993	66,44,227	25,09,537	+4,24,280	11,035,704	12,03,89,499	,05,05,036	54,21,742	4 50
		,77,45,835 1			10.30	76,09,071	27,35,713	-2.73.810	11.048 154				
- 1		,1 ² 5,00,025,1		9,37,063	10.96	ļ .	31,37,619	+ 96,186	11.081.740	12,05,25,315 1,	1	49,47,863	4'10
9,	450,068 10	,31,57,107 1,	62,03,933	9,00,862	8.60		20,78,128	-4,80,879	11,105,608	2,11,52,091 ₁ ,	08.80.251	58,10,310	4'So
7 . 9,	745,104 10.	63,10,220 1,.	12 61 000 6								3,00,23.	53,55,291	4.44
		85,60,144 1,5	Į.	1,70,202	1		9,51,545	-14,18,196 1	1,136,169 1	2,15,01,808 1,	14,65,314	59,82,565	4:00
		40,73,858 1,7		7,42,205 2,90,365	_ 1		9,49,477	+5,657 1	,	2,22,69,990	Į	54,12,657	4°92 4°43
		"		בינניעני	8.12	7,46,665 2	1,68,922	+3,74,775 1		2,34,93,025		50,16,254	4'06
10,3	33,137 11,6	50,94,044 1,7	5,98,486 82	,28,632	7.08 6	S,35,449 1;	r 60						
10,6	28,511 11,9	25,61,022	1	,53,78g	f	- 1	5,68,577 8,11,890	—1,75,394 I		2,62,82,369 1,1	,	53,70,820	4*25
					1	7.43.09 10	-,11,090	—62,670 II	1,886,212 13	1,13,51,379	4,85,803	57,85,603	4.40

Ahmedabad-Parántij Amráoti Assam-Bengal Barsi Light Bergal and North-Western (Com- pany's section) Bengal Docars Bengal Docars Bengal Docars extension Bengal-Nagpar Pervada extension Bh'inngar-Gondal-Junagad-Porbandar Bhopal-Itarsi (British section) Bhopal-Itarsi (Native State section) Bhepal-Ujiain Bhepal-Ujiain Bhepal-Ujiain	Page. 60 60 60 80 80 80 80 80 80 80 80 80 80 80 80 80	Page. 73 52 6reat Indian Peninsula Guntakal-Mysore frontier Gwalior Light Hardwar-Dehra Hindupur (Yesvantpur-Mysore frontier) 67 68 69 69 60 60 60 61 63 63 63 63 64 65 65 66 67 68 69 69 69 60 60 60 60 60 60 60 60 60 60 60 60 60	Page 72 33 41 75 57 73 67 73 34 76 78 77 39
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								·· 				WAY
						TOTAL					TOTAL	GAUG
					GUAF	RANTEED L	ines.				GAIN OR LOSS	Class No.
							;····				TO THE STATE FROM RAIL-	Railwa
Guaran- teed Interest,	Com- pany's share of net traffic receipts,	Gain or Ioss to the State.	Capital withdrawn for expenditure to end of each year.	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings,	Per cent. on capital outlay.	Guaran- teed Interest.	Company's share of net traffic receipts,	Gain or loss to the State.	WAYS.	Caler dar year
Rs.	Rs.	Rs.	£	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
57,04,205		~ 36,29,035	18,331,926	19,99,84,655	274,75° 1	52,88,524	2°б4	1,00,73,459		-47, 84,935	-1,18,66,564	1879
57,16,332	•••	-37,59,195	18,215,010	19,87,09,846	1,44,06,922	66,91,791	3*37	1,00,85,586	5,83,846	 39,77,641	-78,73, 025	1880
57,16,365		36,40,500	18,393,215	20,06,53,256	1,60,56,445	<i>77</i> ,54,611	3.86	1,00,85,619	8,30,798	- 31,61,806	— 24,80,232	188:
56,89,011		-31,18,170	18,476,213	20,15,58,699	1,70,94, 7 61	75,86,460	3.76	99,96,745	8,06,346	32,16,631	+8,02,638	188
57,08,416	***	-31,81,867	18,606,815	20,29,83,451	1,85,54,118	92,42,616	4° 55	1,00,46,605	11,44,829	-19,48,818	- 71,26,254	183
64,23,432	117	-34,87,74 5	18,747,735	20,45,20,772	1,93,36,908	98,23,249	4*80	1,14,22,773	13,17,768	-29,17,292	- 53,16,150	188
6 7,3 6,2 0 6		—34,57,03 8	19,001,748	20,72,91,796	2,07,98,329	1,06,81,155	2.12	1,19,71,395	14,57,541	-27,47,7 81	— 12,43,467	188
71,24,952		-38,95,709	19,127,469	20,86,63,299	2,14,71,732	1,11,02,471	5*32	1,27,12,392	16,97,985	-33,07,906	-89,88,535	188
73,20,207	•••	 44 40,178	19,000,886	20,72,82,390	2,03,37,391	9 8, 7 8,156	4*76	1,30,37,525	12,56,055	-44,15,424	2,00,47,704	188
76,23,851		-41,02,236	19,246,930	20,99,66,504	2,12,69,987	1,05,69,779	5,03	1,36,53,744	12,68,879	-43,52,844	—1,83,84,8 92	188
76,69,934		-39,31,513	19,371,954	21,13,30,402	2,23,45,265	1,12,79,502	5*34	1,37,80,191	14,86,390	-39,87,079	-1,95,80,611	188
68, 85,958		—23,64,478	19,552,526	21,33,00,279	2,24,46,504	1,19,44,675	2.60	1,23,52,185	14,22,120	18,29,630	-1,24,73,289	189
73,92,186	•••	—34,85,6 ₅₇	19,666,065	21,45,38,898	2,34,82,457	1,21,31,649	5 °65	1,32,54,182	18,06,348	-29,28,881	+ 14,42,354	189
83,62,369	***	-40,70,236	19,735,886	21,53,00,570	2,38,69,148	1,24,23,092	5 '7 7	1,49,20,314	17,86,755	-42 , 83,977	-1,08,01,429	189
84,82,732	•••	—30,60,99 0	19,859,336	21,66,47,301	2,56,01,081	1,49,99,786	6*92	1,51,26,959	25,09,537	~ 26,36,710	~1,46,49,88 1	189
96,56,469	***	- 47,08,606	20,008,191	21,82,71,170	2,62,69,496	1,50,18,837	6.8 8	1,72,65,540	27,35,713	-49,82,416	-1,89,12,739	189
96,17,435	53,:95	—38,60,32c	20,229,254	22,06,82,762	2,87,61,474	1,67,47,373	7*59	1,73,20,693	31,90,814	—37, 64,131	-1,66,85,692	189
59,92,684	•••	— 36,07,393	20,562,076	22,43,09,198	2,70,84,184	1,42,86,153	6'37	1,62,96,297	20,78,128	-40, 88,272	-2,44,03,875	189
84,81,597	91,135	25,90,167	20,881,273	22,78,12,028	2,57,26,607	1,24,52,767	5° 46	1,54,18,450	10,42,680	—40,08 ,3 63	-1,96,65,595	189
32,40,191	90,546	-29,18,080	21,148,974	23,08,30,134	2,65,83,200	1,41,54,862	6,13	1,50,2 7 ,262	20,40,023	-29,12,423	-99,51,422	189
80,58,144	•••	-30,41,890	21,551,868	23,75,66,883	2,80,10,147	1,43,06,619	6•02	1,48,04,812	21,68,922	—26,67,115	-28,81,536	189
31,24,701	<i>.</i>	-27,53,881	21,823,404	24,23,76,413	2,89,37,70S	1,35,99,452	5.61	1,49,60,150	15,68,577	-29,29,275	+ 22,86,846	190
3,15,733		25,30,130	22,514,723	25,09,12,401	2,74,25,599	1,45,39,392	5°7 9	1,53,20,302	18,11,850	-25,92,800	+ 1,20,02,04	190

1	Page.		Page.		- 1	Page.
Jorhát		Nizam's Guaranteed State	72	Rohilkund and Kumaon		64
Káraskkal-Peralam		North Western State	48	Sagauli-Raxaul	}	63
Kamgion		Nowshera-Durgai	48	South Behar		56
Kolar Gold-fields	72	Oudh and Rohilkhand State	47	South Indian	•]	42
Kolhapur	74 15	Pálanpur-Deesa (State portion)	37	Southern-Mahratta	•	40
Ledo and Tikak-Mergherita Colliery.		'alanpur-Deesa (Darbar portion) Petlad Cambay (Anand-Tarapur	31	Southern-Punjab	• • }	58
Lucknow-Bareilly			.	Tanjore District Board (Mayava	ıram-	
Ludhiana-Dhuri-Jakhal		section) Petlad Cambay (Tarapur Cambay	71	Mutupet).		43
Madras		section)		Tapti Valley		58
Madras (North East line)			71	Tarakeshwar-Magra		65
Morvi.	79	Pondicherry	81	Tarkessur		57
Mymensingh-Jamalpur-Jugannath-		Powayan Light	64	Tezpur-Balipara		60
ganj		Raipur-Dhamtari	44	Tirhoot State		38
Mysore-Nanjangud		Rajpipla	75	Udaipur-Chitor		77
Mysore section (Southern Mahratta) .		Rajpura-Bhatinda	75	Wardha Coal		32
Nagdá-Ujjain		Rajputana-Mahwa	36	West of India Portuguese		So
Nilgiri	60 R	Ranaghat-Krishnagar	66			
)	- 1		130		1	

Gain or loss to the State from railway outlay, as also the (Referred to in paragraphs

											(Referred	to in paragraphs
CLA O RA WAY	il.							от	HER CHAR	ges.		
GAU	_		COLLIER	IES.				CLASSIFIED PENDITURE.		<u> </u>		
Clas No	: S :							1	-		ļ	
Railw	ay.		<u> </u>						39. Guaran teed com- panies—	panies—	41. Miscel	TOTAL GAIN OR LOSS TO THE STATE.
Cale da yez	r ture t	li- o Gross f earning		Pe cen on Cap tal outla	Interest	Gain or loss to the State.	Capital outlay.	Gain or less t the State.	Land and supervision.	Land, inter est and subsidy.	- railway expenditure	7
	Rs.	Rs.	Rs.	_	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1879	·h		1			ļ	n		6,32,840		1,96,83	-1,26,96,234
1880	-11	Ì		1			11		5,76,140		5,77,080	- 90,26,245
1881	lnforr	na tion not :	av ailable.				Informable.	tion not avail-	7,47,450	1,32,260	5,18,600	-38,78,542
1882	-			1) .		7,21,820	2,59,920	25,39,950	-27,19,052
1883	·						1,60,529	-6,421	6,73,260	5,45,730	-12,94,050	1
1884	· }				İ		2,77,269	-10,076	6,14,570	3,95,510	9,75,540	-73:II,846
1885	2,27,954	34,893	-38,355		6,868	←45,223	2,93,561	-11,413	7,95,530	4,41,250	9,92,740	-35,29,623
1886	5,59,657	45,051	-61,309	·	13,930	− 76,239	48,00,526	91,842را—	6,62,350	4,52,430	9,43,990	
1887	6,20,414	1,03,639	17,878	2'88	23,291	-5,413	37,53,926	-1,50,168	5,14,350	4,36,270	5,18,470	J i
1858	8,64,543	1,58,630	91,505	10'58	32,087	+ 59,418	47,05,423	-1,88,203	4,43,450	2,80,710	7,c6,340	-1,99,44,177
1889	8,46,302	2,08,633	-19,748		34,217	-54,165	36,96,648	—1,47, 866	3,09,520	6,91,300	14,91,240	-2,22,74,702
1890 .	9,09,570	3,64,292	1,05,450	11.20	35,117	+ 70,333	60,01,712	-2,39,338	4,29,880	3,62,880	14,91,970	1 1
•										0,11,000	14,91,9,0	—I,49,27,024
1891	24,75,244	8,60,255	1,63,447	6.60	1,00,320	4 63,127	63,50,103	-2,53,834	1,92,570	3,31,300	9,20,600	-1,72,823
1893	25,53,361	8,58,941	58,863	2'31	1,01,844	4:, 981	63,19,388	-2,61,588	2,94,230	2,90,260	-1, 03,600	-1,15,81,888
1093 .	25,54,329	9,04,575	50,120	1,00	1,02,660	-52,540	64,91,787	-2,61,790	3,40,010	2,10,000	10,34,390	-1,65,48,641
1894 .	30,84,484	10,20,808	76,102	2'47	1,16,121	-40,019	65,60,878	-2,62,080	3,15,410	1,66,940		-2,07,00,788
1895 .	30,95,232	9,16,896	1,09,765	3 53	1,22,496	1	66,67,155	-2,64,714	2,88,080	1,82,510	10,03,600	-1,81,50,217
1896 .	30,84,097	9,23,522	1,65,095	5 35	1,23,225	+ 41,871	66,89,067	-2,67,564	-15,938	6,96,486	7,16,490 5,81,805	-2,58,91,921
1897 .	30,75,712	8,88,935	1,41,307	4.60	1,23,765	+ 17,542	67,40,736	-2,69,474	1,61,611	ł		
1898 .	29,49,005	10,44,140	2,11,183	7'16	1,20,269	j.	67,55,803	-2,71,795	2,98,114	9,58,305	5,87,519	-2,16,24,962
1899 .	28,35,874	7,52,267	1,74,385	6.12	81,628	1	73,79,773	-2,90,852	7,26,013	6,75,823 2,84,004	56,973	-1,11,63,214
1900 .	16,65,993	6,07,603	2,03,523	12'22	68,646		73,57,308	-		2,04,004	5,16,639	-46,06,287
1901 .	16,23,122	6,91,2So	2,58,355		66,682		73,81,054	-3,24,506 -5,26,762	2,68,754	70,061	8,86,011	+8,72,391
					1	1	- 1	1	-1,94,361	-3,36, 165	6,08,052	‡+1,15,41,198
† Arrive	l at thus:		-11	- 1.5 11. 5	p +0 1095	ere int omen	Rs. 1	se for calendar Arrived at thus		available.	-	
Lota	Icharge .					_		Total gain to	the State			Rs.

				outlier years	· mese to	i Calendar v	AGE	-	
† An	rived at thus:			Rs.			ears are not available.		
	Total charge				10	tal gain to t	he State		Rs.
	Deduct—Repayment of advances of int	erest .		1,24,761	Aac	2—Brahmai	outra-Sultannus valta		1,14,99,729
			• •	4,61,226		Hardwar		tion .	18,961
							" "		22,50\$
Inde	x to appendix 7.			- 3,36,465			Grand total gain to the State		
		Page.							1,15,41,198
Ahme	dabad-Parántij	(0	Birur-Shimoga		- 1	Page.	1		
Amrá	oti	Ĉ9	Bumban Banata			73	Gackwar's Mehsana	f	Page.
Assam	n-Bengal	38	Bombay, Baroda	and Central	India .	52	Great Indian Peninsula	اء .	72
Barsi	Light	65	Brahmaputra-Sul Burma	tanpur .		59	Guntaleal-Manager		33
Benga	and North-Western (Com	95	Colonia D.			43	Guntakal-My sore frontier . Gwalior Light		741
Pan	y's section).	-	Calcutta Port Co.	nmissioners'		57	Hardwar-Dehra		
Benga	I Central	бз	Cherra Company	ganj .	1		Hinduran Dehra		75 57
Benga	l Docars	30	ooch-Behar			• 76	Hindupur (Yesvantpur-Myse	re-Fron-	3/
Benga	I Dogars extensions	ĞΙ	Darjeeling Himal	ayan .		67			1
Benga	Nagnur	61	Delhi Umballa K	alka .	1	56	Howrah-Amta		73
Bezwa	ida extension	31	Deoghur		1 11	63	Howrah Sheakhalla	- 1	67
Bhavn	3035-Goodála landon a Desar e d	35	Dhond-Manmad.				Hyderabad-Godavari Valley	- 1	68
		78	Dhrángadrá .		·	32			73
Bhonn	I-Itarsi (Native State Section)	34	Dibru-Sadiya .			79	Jammu and Kashmir (Nati	va Senta	. 34
Bhonal	I-Ujjain	70	Eastern Bengal St	ate.		62		o State	
Bikane	r-Offain	70	East Coast State		!	46	Jamnagar	- 1	. 76
Bina.	ocn-Baran	77	East Irdian	•		40	Jetalsar-Rail-of	• •	78
a- U	!!	59	Gaekwars's Dabh	ກ້ ໍ	• •	30	10dhnur	• • • }	78
					• • • •	74	Jodhpur Hyderabad (British		77
							- Januard (Diffish	Section)	30

income derived by railways which are not guaranteed by the State.
11, 14, 48 and 50 of Report).

113 143 40	6.14.35	Kepotij.											
						LIN	ES UNDE	R CONSTI	RUCTION.				
			5' 6"	3' 38"	3' 3%"	3' 33"	3' 3¥"	3′ 3≩″	2' 6"	2' 6"	z' 6"		
State	Capital expendi-		6 (d)	9 (m)	9 (11)	11 ()	14 (8)	23 (c)	1 (c)	4 (d)	7 (h)		
expendi- ture on Patri branch.	ture on surveys	Stores suspense balances.	Allahabad Fyzabad.	Jaipur (Siwai Madho- pur).	Vijapur- Kalol Kadi.	Shoranur- Cochin.	Noakhali (Bengal).	Tinnevelly Quilon (Travan- core) Branch (Native State Section)).	Kalka-Simla.	Jubbulpur- Gond a extension and branches.	Khushulgarh Kohat Thal.	TOTAL.	Cal- endar year.
			Capital outlay.	Capital outlay.	Capital outlay.	Capital outlay.	Capital outlay.	Capital outlay.	Capital outlay.	Capital outlay.	Capital outlay.	Capital outlay.	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
8,08,405						•••	•••	•••		***		•••	1879
8,08,505							•••	•••	***	***		•••	1850
8,08,405				•••		444	•••	•••	•••	•••	•••	•••	1881
8,08,405	7,24,624		•••			•••	•••	•••		•••			1852
8,08,405	9,72,535		•••	·	•••	•••				•••			1853
8,08,405	13,24,163	,,,	***	***	•	•••	,	•••	•••	•••	•••	,, ;	1884
8,08,405	16,20,228		•••	•••		•••	•••	***	•••	•••	•••		1885
8,08,405	32,59,100		•••				•••			•••	111		1886
8,08,405	14,72,443		***	,			{	•••	•••			•••	1887
8,08,405	28,78,066	9,07,568	***	•••		***		***	•••	•••		•••	1888
8,08,405	32,82,526	6,24,931	***	•			•••	***	•••	ш,		***	1889
8,08,405	42,79,147	9,27,308	•••	•••	•••	•••	***	•••		.,,	***	•••	1890
8,08,405	49,35,844	8,40,529	***	•••		•••		***	***			***	1891
8,08,405	46,36,757	34,12,093	•••	•••		411	•••	***	 			•••	1892
8,08,405	38,55,759	5,56,505	•••			•••	•	***	•••	•	•••	411	1893
S,0S,405	47,13,172	16,31,104	•	•••		•••	***	•••	•••			***	1894
3,0S,405	51,48,973	17,12,436	,	•••	•••	•••	•••	471					1895
8,08,405	49,73,509	21,31,290	•••		•••	***	•••	***					1896
8,08,405	49,11,936	5,60,764	***	33,457		***	•••					33,457	1897
8,08,405	48,66,514	4,23,362		1,25,646		53,921					•••	2,16,543	3631
8,08,405	51,02,708	9,25,315	•••	4,44,495	7,534	80,927	•••	35,187	5,53,228		571	12,04,822	1899
8,08,405	54,70,849	5,89,959		7 ,33,467	29,885	28,47,394	100	8,16,407	13,18,465			E9,13,355	1900
8,08,405	56,62,368	21,60,756	50,816	8,40,591	6,60,716	50,82,280	34,303	30,59,072	34,86,993	9,41,785	1,87,007	1,43,43,513	1901

ı	Page.	Page.	ì	ŀ	Page
Torhut .	50 Nizam's Guaranteed State	72	Rohilkund and Kumaon .		6.4
Karaikkal-Peralam	80 North Western State	48	Sagauli-Raxaul .		63
Khamgaon	60 Nowshera-Durgai	48	South Behar		56
Kolar Gold-fields			South Indian		42
Kolhapur		on) 37	Southern-Mahratta		40
Lodo and Tikak-Margherita Colliery.	74 Palanpur-Deesa State portio 62 Palanpur-Deesa (Darbar port		Southern Punjab		58
Lucknow-Bareilly		Non's	Tanjore District Board (Ma	navaram-	•
Ludhiana-Dhuri-Jakhal		pur scc- 71	Mutupet)		43
Madras			Tapti Valley		58
Madras (North East line)		Timoty	Tarakeshwar-Magra		65
Morvi		Śi	Tarkessur		57
	79 Pondicherry	64	Tezpur-Balipara		66
My mensingh-Jamalpur-Jagannath-	Ponayan Light.	* * 1	Tirhoet State		38
Mysore-Nanjangud	59 Raipur-Dhamtari	• • 44	Udaipur-Chitor.		77
	74 Rajpipla	75	Wardha Coal		32
My sore section (Southern Mahratta).	40 Rajpura-Bhatinda	75	West of India Portuguese		80
Nagda-Ujjain	70 Rajputana-Malwa	35 65	AAG2f Of HRUIT I DIEG Pagage		
Nilgiri	60 Ranaghat-Krishnagar .				
i		} 1	İ	ກີ	ケハ
				r.	2. U.

Gain or loss to the State from railway outlay, as also the

4h		loss to the State from	n railway (Referred to in pa	ragraphs
56	Gain or	loss to the	(Referred	
Appendix 7.	_			ASSISTED
Appendix Gain or loss.			<u>.</u>	
				_
CLASS:		5′ 6″		
(1) 1		1	,1(6)	
RAIL- WAYS.		Sor	OTH BEHAR.	Per-
GAUGE.	1 (b)	1	Port Potate To	al cent-
Class 1 No.	DELHI-UMBALLA-KALKA.		greef from E. 1. (3)	of (6) on (1).
Rail-		it- Canital Gloss carn	lings. (3) 611	(6) (7)
way.	Subsidy Income. a	(6) outlay.	(3) (4) (5)	Rs.
- ind Gro	Net age of Govern- (3) on Govern-	(1) 1-(1)	Rs. Rs.	
Caleo- dar year. Capital carnin	gs. carnings. (1). menu (6)	Rs. Rs.		•• ••
(1)(2				
1	Rs. Rs			
101				
1679				
1830 · ···				
1881 • ""				\ \ \
				40
1862	910 910 910		,,,	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \
1853		···	" "	
1004			" "	
1885	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		"	. "
1886		"	. " .	
1887		· ' ·		
1888 . 58,90	,335	" "		" "
1009	1 *** (**)	4,72,002 3'04		
1890 - 1,33,33	3'04 '''	5,62,520 3'56		"
1891 . 1,55,	4 602 90000 1 2 50 1	6,23,224 4'01 ""		
1892 . 1,58	27 127 10,000			
1893 . 1,55	22,730 11,9\$,506 6,23,224	6,95,514 4.48		
1	31,37,526 6,95,514 440	7,59,470	l l	
	06 120 14:0013-1	6,85,797 4.44 30,00,00		
3.6	55,00,120 444 55,00,120 6,85,797 444 554,49,783 13,18,840 6,85,797	8 18.126 5'34 62,72,345		" 51.40
	5'34 "	6 5.45 97,45,791	1 22,163 1.12	1 337.
1897		7,29,541 4.77 1,18,16,7	30 2,0313	1,44,404 4,45,040 3.64
•	2.43.587 10,0/.3 \ A.77 \	No.	3,03,636	7 28.082 4,36,904 3'53
1899	1,53,01,272 14,49337	7,13,712 4.66 1,23,15	08.822	0 1
	1,53,15,467 13,72,523 7,13,712 4 6 6 6 1	9,39,046		Page
1900	1,52,92,648 18,05,858 9,39,046 611		noge 1 1- 34	chsána 33 Peninsula 7
1901	1,52,54,54,5		Page. Geakwar's M	Peninsula Peninsula Peninsula Peninsula Peninsula

1599 1,53,01,272 13,772 14 6 7,13,712 4 6 7,13,712 4 6 9,39,046 6 14 1,23,66,533 5,14,870 3,08,822 7,13,712 1,52,92,648 18,05,856 9,39,046 6 1 9,39,046 6 14 1,23,66,533 5,14,870 3,08,822 7,13,712 1,52,92,648 18,05,856 9,39,046 6 14 1,23,66,533 5,14,870 3,08,822 7,13,712 1,52,92,648 18,05,856 9,39,046 6 14 1,23,66,533 5,14,870 3,08,822 7,13,712 1,52,92,648 18,05,856 18,05,856 9,39,046 6 14 1,23,66,533 5,14,870 3,08,822 7,13,712 1,23,66,533 5,14,870 3,08,822 7,13,871 3,08,822 3,0	Page. 72 33 41 75 57 73 67 68 73 34 76 78 78 79
Bhavanal-Itarsi (British Section) Bhopal-Itarsi (Native State section) Bhopal-Ujjain Bikaner Bioa-Goona-Bárán	

DIX 7-continued.

Appendix 7. Gain or loss.

income derived by railways which are not guaranteed by the State.

11, 14, 48 and 50 of Report.)

COMPAN	IES.											CLASS: O RAILWAY
						5' 6"			-,			Gauge.
	, 1 (ł)			5	(a)			6	(b)		Class: No
	TARKES	SSUR		CAL	CUTTA PORT C	OMMISSIONERS		1	ARDWAR-D	EHRA.		Railway.
Capital outlay.	Gress earnings,	Nettraffic earnings.	Percent- age on Capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on Capital outlay.	Capital outlay.	Gross earniogs.	Net traffic earnings.	Percent- age on Capital outlay.	Calendar Year.
Rs.	Rs.	, Rs.		Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		
•••				•••	•••	•••	•••					1879
•••				•••	•••	•••	•••					18So
•••		•••		•••	***	492	•••			} .	•••	1881
•••			,		•••	***	•••		•••		•••	1832
•••		•••		•••		***	•••		•••			1883
•••	***	•••		•••	•••	***	***		•••	•••	•••	1854
16,88,995	2,62,313	1,24,424	7'37	·	•••	•••	***		***	***		1885
7,24,717	2,49,003	1,19,136	6.91	***	***	•••	***		•••		•••	1836
17,28,410	2,63,792	1,32,274	7.65	•••	•€•	***	•••		•••	•••		1887
7,34,822	2,79,717	1,36,780	7:88	··· ·		•••	•••		***	***		1888
17,28,138	2,84,895	1,36,578	7'90	•••	•••	•••	•••				•••	1889
7,28,778	2,86,526	1,44,283	8.32	•••	• • • •	***	•••	•••		•••	•••	1890
7,29,021	3,05,132	1,63,478	9.45	•••	•••	•••	•••		•••	***		1891
7,32,567	2,93,674	1,54,837	8'94	57,83,167	2,70,920	1,30,915	3,36		•••			1592
7,47,2So	2,83,051	1,50,420	8,61	58,79,200	3,03,387	1,16,527	1,08		•••	 	•••	1893
7,47,840	3,06,159	1,56,469	8.92	58,79,200	3,23,372	1,38,054	3,32		494		•••	1894
7,53,340	3,08,156	1,59,091	9'07	65,14,893	3,87,560	1,77,139	2'72		•••	•••	•••	1895
7,56,898	3,13,243	1,57,005	8.62	68,49,276	4,41,434	2,19,264	3,51		•••	•••	••	1896
7,57,160	3,12,656	1,62,563	9'25	70,78,605	3,93,527	1,48,707	2,10	1,96,017	***		•••	1897
7,77,085	3,14,056	1,58,461	8 92	71,28,712	4,28,262	1,49,581	2,10	10,70,545	•••			1895
7,84,166	3,08,759	1,52,491	8.22	71,96,940	4,46,546	1,92,456	2,64	23,42,687	•••			1899
7,84,166	3,32,965	1,61,132	9.03	73,81,086	5,32,956	1,73,297	2*35	25,67,093	1,60,485	80,243	3,13	1900
7,92,293	3,30,390	1,57,828	8.81	97,54,678	5,40,852	2,22,316	2.21	28,12,301	2,13,456	1,05,728	3 ° So	1901

Jorhát Káraikkal-Peralam	Page. So Nizam's Guaranteed State. So North Western State So Nowshera-Pourgai So Nowshera-Pourgai So Nowshera-Pourgai So Nowshera-Pourgai So Nowshera-Pourgai So Nowshera-Pourgai So Nowshera-Pourgai So Nowshera-Pourgai So Nowshera-Pourgai So Nowshera-Pourgai So Nowshera-Pourgai Nowshera-Pourgai Nowshera-Pourgai Nowshera-Pourgai Nowshera-Pourgai Nowshera-Pourgai November No	Page. 72 Rohilkund and Kumaon 8 Sagauli-Raxaul 48 South Behar	Page. 64 63
Khāmgáon	72 Oudh and Rohilkhand State	47 South Indian	56
Kolhápur	74 Pálanpur-Deesa (State portion).	37 Southern Mahratta	40
Ledo and Tikak-Margherita Colliery . Lucknow-Bareilly	62 Pálanpur-Deesa (Darbar portion) 39 Petlad-Cambay (Anand-Tarapur sec-	71 Seuthern Punjab Tanjore District Board (Mayavara	. 58
Ludhiána-Dhuri-Jakhal	76 tion)	I 7I i Alutupet)	1m-
Madras	52 Petlad-Cambay (Tarapur-Cambay sec	Tapti Valley	58
Madras (North-East line)	35 tion) 79 Pondicherry	71 Tárakeshwar-Magra 81 Tarkessur	• 65
Mymensingh-Jamulpur-Jagannath-	Powayan Light	64 Tezpur-Bálipárá	57
ganj Mysore-Nanjangud	74 Rajpipla	44 Firhoot State	. 38
Mysore section (Southern Mahratta)	40 Rajpura Bhatinda	75 Udiapur-Chitor	77
Nágdá-Ujjain	70 Rájputana-Malwa	36 West of India Portuguese	. 80
Nilairi	60 Ránaghat-Krishnagar	.1 66	1

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WORKED	BY COMPAN	IES.									CLASS: RAIL- WAYS.
				3′ 3	<u> </u>	<u>-</u> . —					GAUGE.
			12 (a)					12	(b)		CLASS: No
		I	BENGAL DOOR	RS.			В	lngal Dooa	RS EXTENSIO	NS.	Railway.
Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage of (1) on (3).	Subsidy from District Board	Total income.	Percentage of (6) on (1).	Capital outlay.	Gross earnings.	Net traffic earnings.	Percent- age on Capital outlay.	Calendar
(1)	(2)	(1)	(4)	(5)	(6)	(7)					ļ
Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.		
	•••		•••	•••		•••			•••	•••	1879
	•••		•••	4**		•••		•••	•••	***	1880
	•••	•••	•••	4**	,	•••		•••		***	1881
***	***	•••	•••	400		•••		•••	•••	•••	1882
			•••	***		•••				***	1883
	•••	•••	***	•••		•••			•••	•••	1854
		***	•••	414		*!*		•••	,	•••	1885
	•••	***		***		•••		•••	•••	•••	1886
	•••	•••	•••	•••		***		***		•••	1887
	•••	•••	***	•••		•••		•••	•••	•••	1883
	•••		•••	•••		• •••		•••	***	•••	1889
		•••	•••	•••		•••		•••	***	•••	1890
16,479		•••	•••	•••		•••		***	•••	•••	1631
2,67,626	4		•••	•••		•••		•••	•••	•••	1892
18,49,091	1,14,812	57,639	3'12	***	57,639	3,15	"	***	•••		1893
22,84,224	2,05,286	1,04,291	4'57	4,000	1,44,291	6.33		•••	•••	•••	1894
23,25,476	3,53,537	1,27,458	5'48	4,000	1,31,458	5.62		•••	•••		1895
24,33,213	2,70,450	1,31,813	5'42	•••	1,31,813	5'42		•••	•••		1896
26,50,713	2,86,407	1,45,239	5'48	.,.	1,45,289	5*48	72,151			•••	1897
26,68,050	2,69,089	1,10,620	4*15	4,000	1,14,620	4.30	4,03,611	•••	***		1898
26,26,748	2,73,037	1,15,416	4'51	•••	1,18,416	4.21	26,75,455			•••	1899
26,42,695	3,32,730	1,89,461	7.17	411	1,89,461	7'17	47,11,632	16,191	5,015	0,11	1900
26,44,873	3,10,920	1,76,309	6 67	•••	1,-6,399	6 67	62,26,567	1,76,399	68,937	1,13	1901

lorhát . :				
Káraikkal Peralam	•	•	•	-
Khamgáon	•	•	•	Ī
Kolar Gold-fields	•	•	•	•
	. •	•	•	•
Kolhápur Ledo and Tikak-Ma		'C		. .
Ledo and Tikak Ma	irgneri	ia C	orner,	٠.
Lucknow-Bareilly	. :	•	•	•
Ludhiána-Dhuri-Jal	kna i	•	•	•
Madras	• .	•	•	•
Madras (North-Eas	t line)	•	•	•
Morvi	• _	•	••	•
Mymensingh-Jamal	pur-Ja	ıganı	iath-	
ganj			•	
Mysore Nanjangud	•		•	. •
Mysore section (Sou	ıthern	Mah	ıratta	.) .
Nagdá Ujjain				
Nilgiri	•			• '
_				

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50	Nizam's Guaranteed State
80	North Western State
69	Nowshera-Durgai
72	Oudh and Rohilkhand State
74	Palanpur-Deesa (State portion)
62	Pálanpur-Deesa (Darbar portion)
39	Petlad-Cambay (Anand Tarapur sec
76	tion)
52	Petlad-Cambay (Tarapur-Cambay
36	section)
79	Pondicherry
19	Powayan Light
59	Raipur-Dhamtari
39 74	Rajpipla
40	Rajpura-Bhátinda
	Rajputana-Malwa
7º 60	Ranaghat-Krishnagar
00	Managnat-Mishingat

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72	Rohi'kund and Kuma	lon			• 1	64
48	Sagauli-Raxaul .				•	63
48	South-Behar .					56
47	South Indian .					42
37	Southern Mahratta				- 1	
71	Southern Punjab.				.1	40 58
	Tanjore District Boa	rd ()	Máv:	ivara	m•	-
71	Mutupet)				. 1	43
- 1	Tápti Valley .			·		59
71	Tárakeshwar-Magra			÷		43 58 05
71 81	Tarke_sur			·	- 11	57
64	Tezpur-Balipara .		Ť	Ĭ		66
44	Tirhoot State .	:	•	•	'1	38
75	Udaipur-Chitor .	Ĭ.	•	•	٠,	77
25	Wardha Coal .	•	•	•		32
75 36	West of India Portug			•	.1	\$0 \$0
66	D. O. Maia I Ditag	4036	•	•	.1	20

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraphs

CLASS:	OF AYS.											ASSISTED
GAUGE	B.						3, 35,,					
Classel	Class : No.			1;	3 (a)					13 (<i>b</i>)	
Railwa				Dibr	u-Sadiya					Ledo and T GHERITA CO		
Calend year	lar	Capital outlay.	Gross earnings.	Net traffic earnings.	Percent- age of (3) on (1).	Subsidy from Govern- ment.	Total Income.	Percent- age of (6) on (1).	Capital outlay.	Gross carnings.	Net traffic earnings.	Per- cent- age on Capital outlay.
		(1)	(2)	(3)	(4)	(5)	(6)	(7)				
	_	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	
1879		•••	•••				***				•••	•••
1880		•••		***			•••	[•••	•••	***
1881		•••	***	•••	***	•••	***	•••	•••	•••	•••	•••
.000	1						•••					***
1882 1883		22,22,153	48,220	-35,375			***		•••		•••	•••
1884		40,65,288	2,05,133	-63,406	•••	54,550	—13,856		***		400	•••
	į			63,864	ł	54,500	-9,364		951		414	•••
1885	.	49,46,729	2,57,335		1'07	54,654	1,07,So8	2'17			,,,	•••
1886	•	49,73,753 53,32,€05	3,46,479 4,04,928	53,154	1'92	1,00,000	2,02,540	3.80		600	,,,,	•••
1887	· I	53,52,005	4,04,920	3,0-3,0-7								
1888		53,73,445	4,25,530	1,01,759	1 89	1,00,000	2,01,759	3.75	•••	•••	•••	***
1839		55,18,750	4,64,018	1,25,147	2,52	1,00,000	2,25,147	4.08	***	•••	•••	•••
1890	•	57,05,682	5,14,266	1,76,960	3,10	1,00,000	2,76,950	4'85	***	•••	•••	•••
1891		67,05,474	4,98,682	1,70,526	2*54	1,00,000	2,70,526	4°03	•••	***	•••	
1892		69,56,304	5,13,213	1,63,719	2'35	1,00,000	2,63,719	3'79	•			
1893	٠	71,70,562	5,12,098	1,52,972	3.13	1,00,000	2,52,972	3.23	•••			434
1894		70,97,487	5,31,645	1,95,732	2.76	1,00,000	2,95,732	4'17	,	•••	•••	***
1895		74,02,729	6,01,142	2,69,543	3.64	1,00,000	3,69,543	4*99	***		***	
3896		74,01,496	6,47,360	3,12,286	4*22	1,00,000	4,12,286	5'57	•••		•••	•••
1897		74,20,119	7,74,189	2,64,750	3 '57	1,00,000	3,64,750	4'92	11,46,240	45,871	8,024	0.40
1898		74,40,474	7,81,415	2,82,478	3.80	50,000	3,32,478	4'33	12,00,698	55,313	3,752	0'31
1899	·	74,56,183	8,59,414	4,49,688	6.03	*37,978	4,87,666	6.24	12,83,416	63,084	22,053	1.42
1900		77,14,349	g,oo.847	4,62,381	5'99		4,62,381	5*99	12,84,375	65,724	17,981	1,40
1901		S2,00,747	9,28,578	4,73,307	5'77		4,73,307	5*77	16,30,162	70,293	11,145	0.68

* Subsidy due for previous period

† Credited to interest

Index to Appendix 7.		† Credited to interest
Ahmedabad-Parántij Amráoti Assam-Beogal Bárss Light Bengal and North-Western (Company's section) Bengal Central Bengal Dooars Bengal Dooars Bengal Dooars extensions Bengal Nágpur Bezwada extension Bhávnagar-Gondal-Junágad-Porbandar Bhopal-Itársi (British section) Bhopal-Itársi (Native State section) Bhopal-Ujjain Bikaner Bina-Goona-Báran	Page. Page. 60 Birur-Shimoga 73 60 Bombay, Baroda and Central India 52 38 Brahmaputra-Sultanpur 59 65 Burma 43 Calcutta Port Commissioners' 57 63 Cherra-Companyganj 40 61 Darjeeling-Himalayan 67 61 Darjeeling-Himalayan 67 61 Delhi-Umballa-Kalka 56 30 Deoghur 63 31 Deoghur 63 32 Indian Midland 33 Dhrángadrá 79 34 Dhrángadrá 79 35 Dhrángadrá 92 36 Dibru-Sadiya 62 70 Eastern Bengal State 46 70 East Coast State 46 77 East Indian 30 69 Gaekwar's Dabhoi 74	73 67 68 73 34 State

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MIPANIES-	-contd.	,	•									CLASS: O RAIL- WAYS.
					3′ 31″			·				GAUGE.
	15 (a)				Class: N						
	DEOGHUI	R.		BENGAL AND NORTH-WESTERN					Sagauli	-RAXAUL.		Railway
					Percent-							
Capital outlay.	Gross earnings.	Net traffic earnings.	age on Capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percent- age on Capital outlay.	Capital outlay.	Grosss earning.	Net traffic earnings.	Percent- age on Capital outlay.	Calenda year.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		
·	•••		•••		•••	•••		•••				1879
	•••	•••	~•		•••	•••	•••	•••				1880
	•••	•••	•••		•••	•••	***	•••			•••	1881
·	, 	•••	•••		•••	•••	•••	,				1882
2,73,331	19,639	6,242	2'28	•••	•••	•••					•	1883
2,75,000	23,735	10,704	3,30	1,52,47,428	77,670	—2 5,221	•••	•••				1884
2,75,000	.23,987	9,908	3.00	2,01,86,980	12,05,320	б,10,799	3.03					1885
2,75,042	25,017	11,743	4*27	2,36,16,102	18,54,074	8,09,189	3'43		,,,			1856
2,75,043	24,532	12,108	4*40	2,56,22,684	19,44,002	8,37,004	3*27	•••				1887
2,81,180	25,812	11,521	4'10	2,61,51,593	22,09,553	9,88,844	3,128	•••				1858
2,82,876	25,533	12,695	4*49	2,63,41,S72	22,11,824	10,53,954	4*00	***				1859
2,82,616	26,095	10,915	3' 85	2,57,94,904	27,18,615	12,52,397	4.86	•••				1890
2,82,752	31,165	15,429	5*46	2,76,68,842	24,76,909	16,23,993	5.84	•••				1891
2,88,329	26,954	9,707	3*37	2,83,58,821	29,39,077	17,01,254	5'99					1892
2,87,364	37,809	19,103	6.62	2,84,84,234	26,14,546	16,48,702	5'79			•••	•••	1893
2,87,526	, 20,425	9,659	3,36	2,87,24,887	26,17,242	17,67,623	6,12					1894
2,88,086	33,611	15,308	2,31	3,12,95,704	25,71,036	17,55,675	2.01					1895
2,87,797	30,014	11,498	4'00	3,43,36,114	26,26,033	17,41,786	. 5'07	1,26,044	•••		•••	1896
2,87,942	30,320	11,152	3,84	4,10,32,207	27,55,718	17,99,182	, 4'3 ⁸	6,68,783				1897
2,88,453	32,100	6,601	5,38	4,66,78,522	33,31,890	20,50,805	·4*39	8,07,550				1898
2,87,525	33,262	6,678	2'32	5,16,06,763	43,44,861	27,32,851	2.30	10,81,740	5,433	†		1899
2,87,379	34,900	7, 376	2.26	5,24,73,019	44,56,593	25,28,996	4.83	12,12,073	25,830	†		1990
2,85,265	48,293	18,616	6.23	5,50,91,830	53,66,794	31,74,225	576	10,67,014	37,182	13,593	1'27	1991

received during 1899. on capital.

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Jorhát	o Nizam's Guaranteed State	72 Rohilkund and Kumaon	64
	o North Western State	48 Sagauli-Raxaul	63
Khamgáon	9 Nowshera-Durgai	48 South Behar	56
Kolar Gold-fields	2 Oudh and Rohilkhand State	47 South Indian	42
Kolhápur	4 Pálanpur-Deesa (State portion)	37 Southern Mahratta	40
	2 Pálanpur-Deesa (Darbar portion)	71 Southern Punjab	58
	Petlad-Cambay (Anand-Tarapur sec-	Tanjore District Board (Mayavaram-	•
	f tion)	71 Mutupet)	43
Madras		Tapti Valley	58
	5 section	71 Tárakeshwar-Magra	G5
Morvi.	Pondicherry	Si Tárakessur	57·
Mymensingh-Jamalpur-Jugannath-	Powayan Light	64 Tezpur-Bálipara	66
ganj	Raipur-Dhamtari	44 Tirhoot State	38
Mysore-Nanjangud		75 Udaipur-Chitor	77
Mysore section (Southern Mahratta) . 4	Rajpura-Bhátinda	75 Wardha Coal	32
Nágdá-Ujjain	Rajputana-Malwa	36 West of India Portuguese	εo
Nilgiri 6	Ranaghat-Krishnagar	66	
	,	P 7	' ()
•		2 4 4	· U.

APPEN

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Gain or loss to the State from railway outlay, as also the (Referred to in paragraphs

04	Gain or loss to the	(Referred to the
ppendix 7.	Gam	ASSISTED
ain or 15		-
		2' 6'
CLASS: OF	3, 33,,,	17 (0).
Water	17 (a)	POWAYAN LIGHT
GAUGE.	ROHILKUND AND KUMAON.	Net traffic Capital
Class: No.	Percent Subsidy Total of (6) income. on (1)	expenditure earnings earnings outlay.
Calendar year.	Capital outlay. (1) Rs. Rot traffic earnings. (3) (4) (3) (3) (4) (5) (6) (7) (7) (8) (8) (9) (1) (1) (2) (3) (4) (5) (5) (6) (7) (8) (9) (1) (1) (1) (2) (3) (4) (5) (6) (7) (8) (9) (1) (1) (1) (1) (2) (3) (4) (5) (6) (7) (8) (9) (1) (1) (1) (1) (2) (3) (4) (5) (6) (7) (1) (1) (1) (1) (2) (3) (4) (5) (6) (7) (1) (1) (1) (1) (1) (2) (3) (4) (5) (6) (7) (1) (1) (1) (1) (1) (2) (3) (4) (4) (5) (6) (7) (6) (7)	Rs. Rs
1879		
E880		
1881		
1885		
1833	36,543	3.69
1834	40,153 1.85 40,000 1,23,832	5 50
1885 1886	22,52,952 3,00,191 76,500 3.35 40,000	
1887	. 22,91,019 40,000 1,42,121	(1)
	3,34,09"	
1888	3,72,270	
1889	20,37,223 3,14,034	440 7'49
1890	35.084 1,33,440 5.02 40,000 1,97	,750 9'61
1891	1,57,750 1,60,000 1,81	3,150
1891	4.25,909	101 10:34
waren 189	5 4,59,315 1,75,191 7:16 40,000 1.	52,973
18	1,52,973	.54,595
18	Ros 1 1 4.20,903 1 1 1	817
1	122,720 1,73,184 8:17 ""	1,73,184 8°17
	67.308 2,21,099	2,34,020 10.89
	1898 21,42,552 4,65,623 2,34,020 10°S9 310°S9	2.28.048 10'59 66,862 20,059 2'3
	1899	2,78,048 10.39 8,41,038 66,862
	21.53,125 4,3737	1 Sheales
	22,09,423 3,84,314	Page. 72
	1901	

21,53,125 1900 22,09,423 3,84,314	2,09,896 950 50		ge. 72 33
Index to Appendix 7. Ahmedabad-Parántij Amráoti Assam-Bengal Bársi Light Bengal and North-Western (Company's section) Bengal Central Bengal Dooars Bengal Dooars extensions Bengal Dooars extensions Bengal Dooars extensions Bengal Nágpur Bezwada extension Bhán nagar-Gondal-Junágad Porbandar Bhán nagar-Gondal-Junágad Porbandar Bhopal-ltársi (British section) Bhopal-ltársi (Native State section) Bhopal-ltársi (Native State section) Bhizaner Bhizaner Bhiza-Goona-Bárán	Page. 60 69 80 80 80 80 80 80 80 80 80 80 80 80 80	Page. Cashmar's Mehsana	75 75 73 67 68 73 34 76 78 77 93

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IPANIES—co	nid.							CLASS: OF RAILWAYS
			2	' 6"				Gauge.
	26	5 (a)			27 ((a)		Railway.
	В	krsı.			TARAKESHW	AR-MAGRA.		Class: No
Capital outlay.	Gross earnings.	Net traflic carnings.	Percentage on Capital outlay.	Capital outlay.	Gross earn- ings.	Net traffic earnings.	Percentage on Capital outlay.	Calendar year,
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		
	***	***			4 14		***	1879
	•••	•••			400		•••	1880
	•••	***			•••		***	1881
	***	444			•••		•••	1882
	•••	***			***		***	1883
		***			***		•••	1884
***	•••	***	***	410	•••		***	1885
		101		***	•••		***	1886
		***		•••	•••		•••	1887
***		414		401	***		•••	1838
	4	***			•••]	***	1889
•••	•••	***			•••		***	1890
		414]		***	***	\$1 0	1891
		***		•••	•••		***	1892
•••	•••	***			•••		***	1893
•••		•11	İ	•••	***		444	1894
2,357	•••	***		•••	•••		•••	1895
10,05,657	•••	***			•••		***	1896
13,43,891	1,07,778	21,560	1,00	•••	•••		870	1897
13,42,592	1,30,321	24,559	1.23	9,44,627	74,074	21,002	2,33	189S
13,56,809	1,56,118	64,475	4'75	9,62,446	66,163	12,192	1.37	1899
13,56,501	1,24,440	42,440	3'13	9,61,811	76,594	20,961	2.18	1900
12,99,589	1,68,238	79,588	6.13	9,72,175	83,150	19,890	2.04	1901

Jorhát Káraikkal-Peralam Khámgaon Kolar Gold-fields Kolhápur Ledo and Tikak-Margherita Colliery Lucknow-Barcilly Ludhiána-Dhuri-Jakhal Madras Madras (North-East line) Morvi Mymensingh-Jamálpur-Jagannath- ganj Mysore-Nanjangúd Mysore-section (Southern Mahratta) Nagdá-Ujjain Nilgiri	Page. 50 80 80 72 74 62 39 76 52 36 79 59 74 60	Nizam's Guaranteed S'ate North Western State Nowshera-Durgai Oudh and Rohilkhand State Pálanpur-Deesa (Sfate portion) Pálanpur-Deesa (Darbar portion) Pétlád-Cambay (Ánand-Tarapur section) Petlád-Cambay (Tarapur-Cambay section) Pondicherry Powayan Light Raipur-Dhamtari Rajpipla Rajpura-Bhátinda Rajputana-Malwa Ránaghat-Krishnagar	Page. 72 48 48 47 37 71 71 81 64 44 75 366	Rohilkund and Kumaon Sagauli-Raxaul . South Behar . South Indian . Southern Maharatta . Southern Punjab . Tanjore District Board (North Mutupet) . Tápti Valley . Tárakeshwar-Magra . Tarkessu . Tezpur-Bálipárá . Tirhoot State . Udaipur-Chitor . Wardha Coal . West of India Portuguese	Máyavaram	Page. 64 63 56 42 40 58 43 58 65 57 66 38 77 32 80
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17

Gain or loss to the State from railway outlay, as also the (Referred to in paragraphs

66	•	cain or le	oss to the S	State from ra	(Referred to	in paragraphs	
ppendix 7.		Garia -				ASSISTED	
rain -							
			2' 6"		(1)		
CLASS: OF RAIL WAYS.					29 (a)		
GAUGE.	28 (a)			Tezpi	1R-BÁLIPÁRÁ.	Per- cent-	
Class: No.	Ránaghat-Krishnagar.		-	Net	Per cente from District Buard.	Total age of	
Railway.		Percen	Capital	Gross traffic earnings	ou (1).	(3) + (5)· (1)· (7)	1
Rainez	Gross Net Percent-Subsider from Distriction (3) on Board	ct incume (6)	on outage	(2) (3)	- (4) R3.	Rs	
Calendar Jear.	Capital earn earn (1).	(6) (7) (1) Rs.	Rs. Rs.	" "		
, and	(1) (2) (3) Rs.	Rs. Rs.	\	1	1 1 ***	\\	
	KS			" "		1 1	. \
1879			"\			. "	
1881		\ \	\			.	
1882			\ \ <i></i>	. "		\ \	
1883		"	\ <u></u> \		\ \		
1884			1 1			"	
1885		" "	\ " \				\\
1886 1887	· · · · · · · · · · · · · · · · · · ·	\ <u>.</u> \ .	\ \			\	"
189	" "	.	\ \		"		
15	1 1 1			\			"
18	390		\			" "	\cdot
1	1891		\	1 "		1]	
	1892			1		"	\ \
Art † es	***			1			\ \
	1895		" "		"	5,000	25,157 5'51
	1896	\\	1 1	4,56,927	\$5,745 20,157	5,000	31,156
	1897		-67	2.85 4,74,177	95,157	5,000	30,797 6'32
	1895 7,27,509 46,348 8,4	115 116 12,5		3.85 4,87,240	95,981 25,797 82,840 16,898	5.000	21,598 4'49
	1893	142	,472 28,914 ,465 16,650	2 22 4,87,240	83,840 Tojos	nment by the Railway	Company on account sexceeding 4 per cent
	7,51,157 69,117 15	,185 2.02	,403	8 Duc	83,840 16,898 to re-payments to Gover	† Share out	Page 72
	1901	•				Mehsana ian Peninsula Mysore frontier Light	33 41 75 57
	Index to Appendix 7.	Pege. Bi	rur-Shimoga ombay, Baroda rahmaputra-Suli	and Central India	52 Guntakal 59 Gwalior 43 Hardwar	-Mysore frontes Light -Dehra Ir (Yesvantpur-Mysor	
	d. Parántij	60 B	rahmaputra-Sun	······································	57 Hindup	IL (A Covamer	1. :

7,51,809 69,302 19,442	2'02 1,465 16,650 222 3,500 Buc to re-payments to Government by the Raine of profits exceeding 4	r-
7,51,157 69,117 13,103	• Duc to re-payment	72
Ahmedabad-Parántij Amráoti Assam-Bengai Bársi Light Bengal and North-Western (Company's section) Bengal Central Bengal Dooars Bengal Dooars Bengal Dooars Bengal Hógpur Bezwada extensions Bhoyal-Itársi (British section) Bhopal-Itársi (Rritish section) Bhopal-Itársi (Nativé State section) Bhopal-Itársi (Nativé State section) Bhopal-Ujjain Bikaner Bina-Goona-Bárán	Pege. Birur-Shimoga 60 Bombay, Baroda and Central India 73 Gaekwar's Mehsána Great Indian Peninsula Great Indian P	33 4757 73 76 76 73 77 77 77 77 77 77 77 77 77 77 77 77

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COMPAN	IES—concle	<i>!</i> .												CLASS: OF RAIL WAYS.
		2	:' 6'							2' 0"	•			GAUGE.
	_		30 (a)							31 (a)			Class: No
		Darjeeling	g-Himal	AYAN.					How	кан-Ам	гл.			Railway.
Capital outlay.	Gross carnings,	Net traffic earnings.	Percentenge of (3) on (1).	Subsidy from Govern- ment,	Total income (3) + (5).	Per- centage of (6) on (1).	Capital outlay.	Gross earnings.	Net traffic carnings.	Per- centage of (3) on (1).	Subsidy from District Board.	Total income (3) + (5).	Per- centage of (6) on (1).	Calendar year.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(1)	(2)	(3)	(4)	_(5)	(6)	(7)	
Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.		
								•••						1879
14,33,651		34,197	5.39		34,197	2.30								1380
18,18,723	2,61,154	1,15,522	6.32		1,15,522	6.12						•••		1881
23,56,112	3,66,474	E9,045	3.48		82,045	378								1882
26,04,304	4,21,944	1,55,725	5,08		1,55,725	5'98								1883
27,23,240	4,35,024	1,46,725	5*39		1,46,765	. 5*39	***	•••						1884
27,27,823	4,31,103	1,63,350	5.63		1,63,350	2,03		***						1883
27,32,136	4,5,6,476	2,42,109	8 5 6		2,42,109	S*S6		•••						1386
27,43,214	4,77,151	2,10,623	7.68		2,10,623	7.68				•••	•••			1837
27,71,926	G,14,833	2,83,327	10*22		2,83,327	10,55	•••	•••		•••				1888
29,40,423	5,74,291	2,29,117	7.50		2,23,117	7.50	•••	•••						1889
23,52,toS	5,76,4:6	2,32,834	7.89		2,32,594	7*8)		***	•••	•••				1890
30,39,693	6,13,387	2,58,253	8'44		2,58,253	8.44	•••	***						1891
31,09,079	6,35,778	. 2,66,647	8.22	<u></u>	2,66,647	8.22	•••	•	•••	•••	•••			1892
31,72,223	6,34,181	2,63,903	8.20	-1,55,418	1,27,485	4'02	•••	•••		•••			•••	1893
31,77,536	<i>6</i> ,36,284	2,56,286	8.10	-29,756	2,27,530	7*13	•••	***	•••	•••				1894
31,99,765	7,39,518	3,59,933	11,32	-61,740	2,98,193	9 32		•••	•••					1895
33,12,732	7,81,594	3,59,667	10,52	— 62,087	2,97,580	8 93	•••	•••	•••	***			•••	1895
33,15,455	7,44,266	3,33,185	10,02	-55,929	2,77,259	8*36	***	•		•••	÷"			1897
33,65,993	7,54,580	3,41,109	10.13	-59,432	2,81,667	8:37	11,24,713	1,89,519	78,910	7.03	-15,062	63,848	5.62	1898
35,08,469	7,14,985	2,49,770	7'12	-34,933	2,14, ⁹ 37	6,15	11,41,307	2,50,763	1,12,794	9.88	-27,835	84,959	7'44	1899
34,99,487	8,09,158	3,51,840	10'34	•••	3,61,840	10'34	11,89,283	2,56,418	1,23,104	10 35	—30,244	92,860	, 7*81	1900
34,78,411	7,87,941	3,13,618	9 02		3,13,618	9*02	11,96,697	2,ნი,530	1,14,082	.9.23	-26,146	87,936	7:35	1901

of the up-keep and maintenance of the cart road utilized by the railway, per annum paid to District Board.

Jorhát Káraikkal-Peralam Khámgaon Kolar Gold-fields Kolhápur Ledo and Tikak-Margherita Colliery Lucknow-Barcjily Ludhiána-Dhuri Jakhal Madras Madras (North-East line) Morvi Mymensingh-Jamálpur-Jagannath- ganj Mysore-Nanjangúd Mys re section (Southern Mahratta) Nágdá-Újjain Nilgiri	Page. 50 80 North Western State Nowshera-Durgai 72 Oudh and Rohilkhand State Palanpur-Deesa (State portion) 62 Pélanpur-Deesa (State portion) 75 Petlád-Cambay (Anand-Tarapur section) 52 Petlád-Cambay-Tarapur-Cambay 85 Petlád-Cambay-Tarapur-Cambay 96 Powayan Light Raipur-Dhamtari Raipur-Dhamtari Raipura-Bhátinda Ranaghat Krishnazar	Page. 72 48 Sagauli-Raxaul South Behar 47 South Indian Southern Mahratta Southern Punjab Tanjore District Board (Mayavarain- Mutupet) Taiakesliwar-Magra Tarkes-ur Tezpur-Bālipārā Tirhoot State Udaipur-Chitor Wardha Coal West of India Portuguese	Page. 64 63 56 42 40 58 438 65 57 66 38 77 32
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Gain or loss to the State from railway outlay, as also the (Referred to in paragraphs

68	Gain or los	\$ 10 1110
Appendix 7. Gain or loss.	-	
	ASSISTED COMPAN	NES-concluded.
	ASSISTED	
CLASS: OF		TOTAL ASSISTED COMPANIES,
RAIL WAYS.	2' 0"	ASSIST
GAUGE.	32 (a)	Percent Rebate Total age of age of
		Net age of and (3) + (5). (6) on
Class: No.	Howran-Sheakhala.	Gross traffic (1). Sub-
Railway.	Total loss from loss of (6) o	n captur earning (1)
	traffic centage District. (3)+(5).	(1) (2) Rs.
Calendar	outlay. earnings. (5) (6)	Rg. Rs 34,197 2'39
year.	(1) (2) (3) (4) (3) Rs. Rs.	34,197 2'39 1,15,522 6'35
	Rs. Rs. Rs	14,33,361
		18,10,100
1879 •		3,66,474 89,043 2.48 1,20,356 0.49
1881 •	.]	- 00.868 4,89,703 c. r26 0°27 54,500
360.		2,42,51,222 7,79,230 9,79,270 3.00
1S82 -		3,5530 8,84,770 2°77 94,654 14,13,817 4°21
1853 •		3,19,90,000 13,19,103 1,40,000 15,11,349
1884		3,3377 34,33,679 13,71,349
1895		1.40,000 17,04,00
1885		3,86,53,666 38,89,597 36,77,636 3.72 1,40,650 20,68,452 3.97
1887	, · · · · · · · · · · · · · · · · · · ·	4,50,99,018 39,357,34 19,28,452 3.70 1,40,50
		5,2,500 29,37,1
	\$8	28,361 28,37,121 4,30 32,87,379
	259	53/37407 - 562,713 31,47,379 - 15,418 28,99,375
•		6,77,46,834 55,49,037 5,69
	1591 •	5'50 36,18,850 5'07
	1893	6,36,54,687 58,04,247 502 42,000 403
	1893	7,5,3,951
	1904	65,650 40,373/00
	1895 •	66.65,288 39,72,130 40,695 51,23,000
	1896	3.79 1,82,400
	275 4,267	1:48 16,14,74,729
	6.07.398	66,78,336 3'99 3397 86,45,798 4'91
	1803 · 6,09,434	99 25,825 4:24 16,73,35,501 1,26,04,573 86,99,270 4:94 53,472 1 1,66,93,053 86,99,270 4:94 53,472 1 1,262,52,519 1,66,93,053 86,99,270 4:94 53,472 1 1,662,93,053 86,99,270
	76,019 26,824 4'40	Share of profits excess
	1900 6,09,146 75,579 23,165 365	. Rapor
	1901 • • 0,03144	Page Gaekwar's Meheana 33 73 Gaekwar's Meheana 75 75 Great Indian Peninsula 75 75 Great Indian Peninsula 75 75 Great Indian Peninsula 75 75 Great Indian Peninsula 75
		Guntakar
	Index to Appendix 7. Page.	Baroda and Central A3 Hardwar-Dehra Hardwar-Dehra Hardwar-Dehra Hardwar-Dehra Hardwar-Dehra Hardwar-Dehra Hardwar-Dehra
	1. had. Parantij · · · · 39	Brahmapund 49 Hindup

26,824 440 26,824 3.93 7.7	Share of profits excess
Ahmedabad-Parantij Ahmedabad-Parantij Ansam-Bengal Bengal Bengal and North-Western Bengal Central Bengal Central Bengal Central Bengal Central Bengal Central Bengal Central Bengal Central Bengal Docars	Page. 73 52 67 68 68 68 67 67 67 67 67 67 67 67 67 67 67 67 67
Bengal Docars Bengal Docars Bengal Nappur Berwada extension Bhavagar-Gondal Junagad-Porbandar Bhavagar-Gondal Junagad-Porbandar Bhopal-litarsi (British section) Bhopal-litarsi (Native State section) Bhopal-litarsi (Native State section) Bhopal-Ujjain Bikarer Biraz-Goona-Baran	4° 1'1-10 691'-100 ""

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		LIN	es ow:	NED BY NAT	IVE STATES	AND WORKE	D BY	COMPANIES.				CLASS: O'RAILWAYS
						5' 6"						GAUGE.
-	8 (b)	•			8 (c).				8 (e).			Class: No.
	Khing	AON.			Amrãoti.			Bina-	Goona-Bárán	•		Railway.
Capital outlay.	Gross earnings,	Net traffic earnings.	Per- cent- age on Capi- tal outlay	Capital outlay.	Gross earnings.	Net traffic earnings.	Per- cent- age on Capi- tal outlay	Capital outlay.	Gross earnings.	Net traffic earoings.	Per- cent- age on Capi- tal outlay.	Calendar year.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		
5,35,617	38,086	266		4,77,043	69,904	16,175	3,35		•••			1579
5,19,888	27,363	4,922	0.01	4,45,585	50,866	3,639	0.85	•••	•••			188o
4,94,271	41,506	4,561	0 92	4,45,663	53,934	34,424	7'72	***	•••	•••		1381
4,91,164	75,966	30,389	6.10	4,44,651	85,147	39,535	8 S9		•••			1882
4,90,996	62,657	22,469	4.28	4,44,860	96,160	44,387	9.98		***			1883
4,90,903	46,830	13,037	2.66	4,44,774	76,782	34,174	7.63		••			1884
4,90,739	41,363	11,020	2'25	4,44,730	80,803	34,447	2.72		•••			1835
4,89,613	59,452	20,233	4'13	4,44,686	95,111	44,137	9'93	,	***			1886
4,89,180	53,479	16,990	3'47	4,44,308	88,157	35, 855	8*07		•••	ļ .		1857
4,88,357	52,635	15,796	3.53	4,43,892	81,710	30,886	6.90	•••	•••			2888
4,90,911	63,372	22,528	4'59	4,45,615	1,02,023	41,671	9'35		***]		1889
4,90,520	55,283	26,092	5'32	4,45,155	1,01,502	46,254	10,33		•••			1890
4,90,408	66,675	32,620	ი.62	4,49,395	1,12,909	53,393	11.88	51,905	•••			1891
4,89,132	65,548	30,909	6.32	4,50,160	1,05,702	48,637	10.80	2,57,611	•••			1892
4,87,567	21,697	21,997	4'51	4,49,998	43,941	43,056	9.57	35,18,701	***	•••		1893
4,86,003	21,966	21,667	4'46	4,49,461	42,795	41,910	9.33	47,79,618	•••			1894
5,20,947	26,031	26,031	5.00	4,49,988	39,137	38,252	8,20	49,81,035	***			1895
5,22,603	24,446	24,446	4'68	4,51,119	43,756	42,871	9.20	54,16,074	91,140	36,821	o 68	1896
,22,150	13,901	13,901	2.66	4,52,445	30,746	29,862	6.60	87,73,621	1,02,386	43,446	0,20	1897
,22,150	24,326	24,326	4.66	4,54,498	40,057	39,172	8.63	97,66,068	1,30,004	58,040	0.20	1898
,,22,150	14,850	14,850	2*84	4,54,417	33,099	37,214	7.09	99,31,680	2,67,359	1,26,108	1'27	1899
,22,150	33,783	13,924	2'67	4,54,418	78,532	32,436	7'14	1,00,21,605	4,34,847	2,20,490	2,30	1900
,22,150	49,378	23,337	4'47	4,51,915	1,08,578	50,237		1,00,43,286	2,52,716	1,22,970	1,55	1901

per aonum paid to District Board.

Page
Kafaikkal-Peralam
Khámgáon
Kolar Gold-fields
Kolhápur Ledo and Tikak-Margherita Colliery Lucknow-Bareilly Lanpur-Deesa (State portion) Southern Mahratta Lanpur-District Board (Máyavaram-Mutupet) Lucknow-Bareilly Lanpur-Deesa (Darbar portion)
Ledo and Tikak-Margherita Colliery Lucknow-Bareilly Lucknow-Bareilly Ludhiána-Dhuri-Jakhal Madras Madras Morvi Mymensingh-Jamalpur-Jagannathganj Mysore-Nanjanggid Mysore-Nanjanggid Mysore-Section (Southern Mahratta) Mysore-Sec
Lucknow-Bareilly Ludhiána-Dhuri-Jakhal Madras Madras Madras (North-East line) Mysore-Nanjangud Mysore-Nanjangud Mysore-Section (Southern Mahratta) Mysore-Se
Madras 52 Petlád-Cambay (Tarapur-Cambay section) Tápti Valley 58 Madras (North-East line) 36 section) 71 Tárakeshwar-Magra 65 Morvi 79 Pondicherry 81 Tarkessur 57 Mymensingh-Jamalpur-Jagannathgan Powayan Light 64 Tepur-Bálipárá 66 ganj Raipur-Dhamtari 44 Trihot State 38 Mysore Nanjangúd 74 Rajpipla 75 Udaipur-Chtor 77 Mysore section (Southern Mahratta) 40 Rajpura-Bhátinda 75 Wardha Coal 32
Madras 52 Petlád-Cambay (Tarapur-Cambay Section) Tápti Valley 58 Madras (North-East line) 36 section) 71 Tárakeshwar-Magra 57 Morvi 79 Pondicherry 81 Tarkessur 57 Mymensingh-Jamalpur-Jagannathgani Powayan Light 64 Tezpur-Bálipárá 66 Raipur-Dhamtari 44 Trihoot State 38 Mysore Nanjangúd 74 Rajpipla 75 Udaipur-Chitor 77 Mysore section (Southern Mahratta) 40 Rajpura-Bhátinda 75 Wardha Coal 32
Morvi
Mymensingh-Jamalpur-Jagannath- ganj 59 Raipur-Dhamtari 44 Tribot State 38 Mysore Nanjangud 75 Udaipur-Chitor 77 Mysore section (Southern Mahratta) 40 Raipura-Bhátinda 75 Wardha Coal 32
ganj 59 Raipur-Dhamtari 44 Tirhoot State 38 Mysore Nanjangud 75 Udaipur-Chitor 77 Mysore section (Southern Mahratta) 40 Raipura-Bhátinda 75 Wardha Coal 32
ganj 59 Raipur-Dhamtari 44 Tirhoot State 38 Mysore Nanjangud 75 Udaipur-Chitor 77 Mysore section (Southern Mahratta) 40 Raipura-Bhátinda 75 Wardha Coal 32
Mysore section (Southern Mahratta). 40 Ruipura-Bhátinda
Mysore section (Southern Mahratta). 40 Rajpura-Bhátinda
Nagda-Ujjain
Negri 60 Ráoaghat-Krishnagar 66
P T O

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraphs

	NATIVE STAT	-										OF YS	SS: AVA	LAS RAIL
				, 	5' 6'		•						UGE	G۸
		9 (c).				8 (g).).	8 (f)		 io.	s: N	Clas
	in.	Nágdá-Ujjai			IVE STATE	al-Itārsi (Nat section).	Внора		JAIN.		 y.	ilway	Rai	
Per- cent- ige on Capi- tal outlay	Net traffic a carnings.	Gross earnings.	Capital outlay.	Per- cent- ige on Capi- tal outlay	Net traffic earnings.	Gross earniogs.	Capital outlay.	Per- cent- age on Capi- tal outlay	Net traffic earnings.	Gross earnings.	Capital outlay.	.r	enda ear.	
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.	Rs.			
•••	•••				•••	•••				•••	4	.		879
•••	•••]			1,21,846							850
•••							15,78,157		•••	,	•••			٠
•••				0'08	2,704	14,376	34,60,091		***		***			82
•••	•••				9,135	25,573	38,23,236		•••		•••			883
•••		•••			-5,152	28,102	45,83,261		***	•••	410		•	84
•••					—14, 789	1,04,683	47,71,375			•••	***			385
•••					12,501	1,47,416	48,26,036					-		356
•••	•••			0,31	14,813	1,85,576	48,09,939			***				387
				0.38	18,072	1,86,548	48,01,701			•••	411			283
		***	•••		-18,351	2,67,936	48,40,846			•••	41.			889
•••	•••	414			- 56,093	2,97,049	50,00,000			•••	•••		•	Sgo
	•••		`	3.46	1,73,154	4,66,431	50,00,000		•••	•••				f91
		•••		3'32	1,65,883	4,47,797	50,00,000		***	***	88,462			692
	265	•••	·	2.65	1,30,925	4,24,236	50,00,000				22,76,863	·	•	93
	•••	***	***	2.89	1,44,679	3,80,217	50,00,000		***	•••	53,53, ⁸ 49			94
	***	4 #1	5,33,660	3.02	1,02,821	3,18,074	50,00,000				69,69,331		•	395
0.86	17,762	40,701	20,71,251	2*77	1,35,532	3,61,363	50,00,000	2,35	1,80,218	3,69,114	77,77,604	·	•	896
2'1	47,756	1,04,639	22,19,919	2.66	1,33,070	3,31,379	50,00,000	2'45	1,84,660	3,72,337	75,36,180			B97
3'2	71,509	1,29,627	22,31,596	3*43	1,71,375	4,17,010	50,00,000	2'70	2,05,051	4,16,940	15,85,789		٠	S _Q 8
3.4	77,732	1,47,175	22,34,346	3*59	1,79,444	4,47,225	50,00,000	3.63	2,77,911	5,82,341	75,54,290		•	899
5'4	1,20,956	2,51,783	22,29,753	5*35	2,67,288	7,90,489	50,00,000	6.06	4,65,681	9,46,349	76,58,020			000
	1	1,12,366	22,3!,982	5.74	2,86,922	5,81,705	50,00,000	3,38	2,62,044	5,45,956	77,61,569			901

Ahmedabad-Parantij Amraoti Assam-Bengal Barsi Light Bengal and North-Western (Company's section) Bengal Central Bengal Docars Bengal Docars Bengal Docars Bengal Docars Bengal-Nagpur Berwada extension Bhaynagar-Gondal-Junagad-Porbandar Bhopal-Itarsi (British section) Bhopal-Itarsi (Native Stae section) Bhopal-Ujain Bikaner	34 70 70	Dhrángadra 5 Dibru-Sadiya 6 Eastern Bengal State 4 East Coast State 4	Gackwar's Mehsana Great Indian Peninsula Guntakul-Mysore frontier Gwalior Light Hardwar-Dehta Hindupur (Yesvantpur-Mysore frontier) Howrah-Amta Howrah-Sheakhala Hyderabad-Godúvari Valley Indian Midland Jammu and Kashmir (Naţive State) section) Jámnagar Jetalsar-Rajkot	72 33 41 75 57 73 67 63 73 34 76 78
Bikaner Bina-Goona-Bárán	70 77 6a	East Coast State	6 Jetalsar-Rájkot 0 Jodhpur	78 77
	. og	Gacewar S Daubur	4 Jodhpur Hyderabad (British section).	39

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ND WORK	ED BY COM	PANIES.										CLASS: O RAILWAY	
						5′ 6″						GAUGE.	
	9 (d)	•			9 (1).							Class : No	
PETLÁI	CAMBAY (ÁN. SECTION)			PETLÁD-CA	PETLAD-CAMBAY (TARAPUR-CAMBAY SECTION).					Pálanpur-Deesa (Darbar portion).			
Capital outlay.	Gross earnings.	Net traffic earnings.	Per- cent- age on Capi- tal outlay.	Capital outlay.	Gress earnings.	Net traffic earnings.	Per centage on Capital outlay.	Capital outlay.	Gross carnings.	Net traffic earnings.	Per- cent- age on Capi- tal outlay.	Calendar year.	
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.	Rs.			
	•••	•••.		•••	•••			•••			¦	1879	
•••1	400 1	•••		•••	***	}		•••				1880	
•••	*** *	••• ,		•••	•••	•••	***	***	• 6•			1881	
	•••	***		•••	•••	•••		•1•	•••			1882	
		***		•••	•••		•••	***				1853	
•••	ei.	•••		٠	•••			•••				1884	
,												1885	
***	***	***		•••	•••	••	414	•••				1836	
	•••	***		•••	•••	•••	,	•••	•••		,	1887	
11,030	}										<u>'</u>	1888	
4,71,822	•••	• 4 •	""	•••	•••	**		•••	***	"		1889	
6,47,922	32,649	20,870	3,55	* ***	***	•••	•••	***	•••			1890	
7,16,115	59,113	36,346	5,15									1891	
7,11,051	61,243	34,757	4.89	•••	•••	***		20,000	•••	•••	"	1892	
7,12,768	63,953	40,627	5'70	•••	***	114		1,85,000	2,255	1,335	0.43	1893	
7,23,482	69 , 663	44,037	6.00	•••	•••		344	1,85,000	17,381	11,365	6.14	1884	
7,23,139	73,891	46,584	6.44	•••	••			1,85,000	17,643	11,333	6.13	1895	
7,23,616	1,17,540	82,847	11'45	***	•••	•••		1,85,000	22,864	1	1		
1 55 860	64,737	22.046	1					1,85,000	19,133	10,833	5.88	1897	
7,55,769 7,49,047	51,121	33,946 28,156	4°49 3°76	•••		***		1,85,000	16,893	1	1		
7,52,439	70,668	39,312	5.33	•••				1,85,000	19,739	1	ı	1	
7,52,097	88,481	41,713	5'55					1,85,000	21,084	14,238	7'70	1900	
11,86,381	93,233	51,769	4.36	,,49,676	112,011	\$,950	0*79	1,85,000	}	1	1	1	

Jorhát Káráikkal-Peralam Khámgáon Kolar Gold-fields Kolhápur Teledo and Tikak-Margherita Colliery Lucknow-Bareilly Ludhiána-Dhuri-Jakhál Madras Madras (North-East lioe) Morvi Mymensiogh-Jamálpur-Jagannathgani Mysorg-Naniangóid	Nizam's Guaranteed State North Western State Nowshera-Durgai Oudh and Rohilkhand State Pálanpur-Deesa (State portion) Pélanpur-Deesa (Darbar portion) Petlád-Cambay (Anand-Tarapur section) Petlád-Cambay (Tarapur-Cambay section) Pondicherry Powayan Light Raipur-Dhamtari 44	Rohilkund and Kumaoo Sagauli-Raxaul South Behar South Indian Southern-Mahratta Southern Punjab Tanjoro District Board (Mayavaram- Mutupet) Tápti Valley Tárakeshwar-Magra Tarkessur Tezpur-Bálipárá Tirhoot State	Page. 644 656 42 408 438 657 666 37
Mymensiogh-Jamaipur-Jagannath-	Powayan Light 64	Tirhoot State Udaipur-Chitor Wardha Coal West of India Portuguese	66 38 77 32 80

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Bikaner Bina-Goona-Baran

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					:	3' 33"						GAUGE.
 	10 (c)				21 (d)				21 (e)			Class : No
Hyper	ΑΒΑ Φ- G ÓΦΑν	(ri Valley.		(YESV	Hindu Antpur-Mysc	PUR. DRE FRONTIEI	z).	Birur-Shimoga.				Railway
Capital outlay.	Gross earnings.	Net traffic earnings.	Pcr- cen'- age or capi tal outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Per- cent- age on capi- tal outlay.	Capital outlay.	Gross earnings,	Net traffic earnings.	Per- cent- age on capi- tal outlay,	Calenda year.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		
•••				•••				•••	•••			1879
`				•••	•••			•••	•••			1880
***	***	***		***	,	•••			•••			1881
•••	•	•••			•••	•••		•••	411			1882
***		•••		•••	4**			•••	444	•••		1883
•••		***		•••				•••	***	•••		1884
•••	•••			•••	414,	* ***			•••	***		1885
411		***				•••		•••	•••			1886
•••	•••	•••		•••	•••	•••	··· ,		•••			1887
•••	•••	***			•••	•••		•••	***	•••		. 1888
***	•••	***		•••		***			***			1889
441	•••	110		•••	***	•••		•••	***	•••		1 8gd
***	•••	***			••	414		•	•••	***		1891
•••		•••		24,41,741		***			***	•••		1892
•••		444		23,89,502	57,635	22,708	o*95	•••	***	***		1893
•••		***		<i>-2</i> 4,34,999	1,61,704	36 , 504	2*32		***			1894
•••	•••	•••		24,19,698	1,92,159	79,886	3.30	•••	•••	•••		1899
3,74,350	•••	•14		23,94,762	2,23,800	99,592	4.16	2,90,226	***			1896
17.64,352		***		24,79,210	2,69,527	1,81,159	7*31	6,27,263	***	•••		1897
86,55,416		•••		24,98,316	1,80,091	56,430	2.26	15,70,079	•••	•••		189
00,21,971	63,381	36,877	0,18	24,98,162	1,49,363	50,528	3,03	20,85,475	6,186	188,1	0.03	# 89
,31,94,817	10,63,023	4,20,826	1.81	24,98,047	1,89,183	67,135	2'69	22,94,457	66,227	24,219	1.06	190
44,37,419	20,10,033	9,23,300	3'74	24,94,729	1,97,798	60,724	2'43	24,01,338	62,058	16,993	0.41	190

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Torhát .	:	٠			
Karaikkal-P	eralam		•		.]
Khámgaon .		•	•		•
Kolar Gold.	fields	•	•	•	•
Kolhápur		٠.	.:	~ `	- 1
Ledo and Ti	kak-Ma	urghe	rita	Collie	cry
Lucknow-Ba		. • .	•	•	• 1
Ludhiána Dl	huri• Jak	hal	•	•	•
Madras .				•	• [
Madras (No	rth East	line)	•	•
Morvi			•	• .	• 1
My mensing!	ı-Jamalı	pur-J	agan	nath.	. (
ganj.		•	•	•	• [
Mysore-Nan	jangud		•	•	1
Mysore secti	on (Sou	ther	ı Mal	hratta	1).
Nagdá-Ujjai	п.			•	•
Nilgiri .	•		•	•	.)

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б2	Palanpur Deesa (Darbar pertion)
39	Petlad Cambay (Anand-Tarapur sec-
76	tion)
52	Petlad Cambay (Tarapur-Cambay
36	section)
79	Pondicherry
	Powayan Light
59	
74	Rajpipla Raipura-Bhatinda
40 70	Rajputana-Malwa
60	Ranaghat-Krishnagar
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71 51	Tarkessur						57
64	Tezpur-Balipara.				. [66
44	Tirhoot State	٠	•		[38
75	Udaipur.Chitor .]		77
75	Wardha Coal .			٠	}		32
75 36	West of India Portu	gu	ese	٠	(80
66 .					_ 1		
					D	ア ヘ	

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraphis

CLASS: OF RAIL- WAYS.		LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY.										
Gauge.	5′ 6 th											
Class: No.	7 (d)					7 (e)			2 (e)		
Railway.		JAMMU ANI	NASHMIR.		1	Ludhiana-Di	HURI-JAKH	AL.		Соосн Вв	HAR,	
		JAMMU AND KASHMIR. (NATIVE STATE SECTION).										P 1
Calendar year.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percent- age on capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on capital outlay,	Capital outlay.	Gross earnings.	Net traffic earnings.	Percent age on capital oulay.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1879	•••				•••	•••	•••	•••	,	, 	***	·
1880	***				***	•••	•••	•	•••	•••	***	•••
1831	•••	•••	•••	-	•••		•••	* ***	***	•••	***	"
1832	•11	***	***		•••	***	•••	•••	, 	,	•••	
1883	***		***		***	***	•••	•••		***	***	•••
1884	•••		411		***	•••	***	***	"	<i>,</i>	•••	
1885	•11	*	•••		***	•••		•••	 :		414	•••
1886	,		***		****	•••	•••	•••	<i></i>		***	
1887	***	•••	•••		***	•••	•••	•••			•••	
1888	29,545		***		***	•••			,		,,,	
1889	7,51,458		*** .		•••	•••			ļ ·			
1890	12,37,071	45,667	13,770	1,11	***	•••	•••	•••	•••			
1891	13,80,083	57,312	15,904	1.12				•••	14,685			
1892	9,45,302	54,005	15,444	1.63	***	***			4,09,136			
1893	9,56,327	14,332	14,332	1,20	•••		•••	•••	6,65,172	5,845	-2,455	***
1894	9,59,773	. 17,556	17,556	1.83	•••	•••		•••	7,14,318	40,280	8,576	1.50
1895	9,60,010	18,262	18,262	1,00	•••	•••	•		. 7,50,953	53,174	19,200	2.63
1896	9,60,011	31,321	31,321	3,52	•••	•			7,66,734	70,128	38,570	2,03
1897	9,65,151	35,731	21,587	2,54	•••	•••			9,01,219	64,262	35,344	3'9
1898	9,62,846	48,164	21,433	2'23	•••	•••			10,32,938	66,124	6,687	1
1899	9,60,\$20	51,532	22,932	2'39	***	•••			12,99,031	82,773	43,073	3'3
1900	9,60,492	55,215	24,571	2*56					12,83,906	94,792	51,602	4.0
1901	9,60,636	52,484	23,355	2'43	43,10,407	2,02,297	91,034	2'11	13,94,923	1,27,596	74,667	1

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Ahmedabad-Parántij Amrácti Assam-Bengal Bársi Light Bengal and North-Western (Company's section) Bengal Central Bengal Docars Bengal Docars Bengal Nagpur Bezwada extension Bhaynagar Gondal-Imnágad-Porbandar Bhopal-Itársi (Briti-h section) Bhopal Itársi (Native State section) Bhopal-Ujjain Bikaner Bina-Goona-Bárán	24 Dibra Sadisa	Page. 73 52 Gaekwar's Mehsána 53 Great Indian Peninsula Guntakal-Mysore frontier 43 Gwalio Light Hardwar-Dehra Hindupur (Yesvantpur-Mysore frontier) 67 Howra-Amta Hyderabad-Godávari Vallcy Indian Midland 79 Indian Midland Jammu and Kashmir (Native State section), Jámnagar J-talsar-Rájkot Jodhpur-Hyderabad (British section)	Page. 72 33 41 75 57 73 68 73 34 76 78 78 77 39

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Hyopal-Itársi (Brative state section) Rhopal-Itársi (Native state section) Rhopal-Itársi (Native state section) Rhopal-Itársi (Native state section) Rhopal-Itársi (Native state section) To Fast Indian Gackwar's Dabhoi Bu arer B na Gooda Burán	

income derived by railways which are not guaranteed by the State.

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	LINES OV	VNED AND	WORKE	D BY NATIV	'E STATES-	-concld.			• •			CLASS: OF RAIL WAYS.
	. 3'	33"			2' 6"			TOTAL	NATIVE S	rate lines	5.	GAUGE.
	20 (d)		, , , , , , , , , , , , , , , , , , , 	25 (a)							Class: No
	DHRANG	ADRA.			Morv	1.						Railway.
Capital outlay.	Gross earnings.	Net traffic earnings.	Per- cent- age on capi- tal outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Per- cent- age on capi- tal outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Per- cent- age on capi- tal outlay.	Calendar year.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		
	•••			***		.**		1,41,02,28.4	8,74,474	1,37,442	0'97	1879
	•••	•••		•••	•••	•••		1,93,63,033	9,09,770	3,22,303	1.00	1880
 .	•••	411		•••	•••	***		2,35,07,183	16,81,892	6,08,206	2.29	1881
	•••	444		414	•••	**1		2,65,78,353	20,55,765	8,49,122	3,10	1882
		•••			•••	•••		2,78,65,380	21,19,421	6,83,861	2'45	1883
-	•••	•••		•••	•••	•••	•••	3,03,22,129	24,35,407	10,90,205	3'59	1884
	***			***		111		3,99,73,578	27,17,202	10,72,822	2.68	1885
	•	•••		6,88,671	34,822	•••	•••	4,91,66,137	31,07,307	13,48,074	2,20	1886
		•••	· •	11,05,500	1,29,407	16,994	1'54	5,08,75,527	34,89,282	13,38,665	2°63	1887
	•••	•••	·	11,77,842	1,62,087	21,984	1,87	б,23,65,740	39,33,377	16,21,474	2'60	1888
	***	•••		18,90,548	1,77,321	56,726	3.00	7,37,44,940	49,14,648	18,99,671	2'58	1889
-	•••			20,25,863	2,95,277	87,550	4*32	7,95,09,564	60,98,520	23,27,496	3,03	1890
	***	***		20,55,599	3,09,419	1,08,617	5.58	8,60,11,514	71,17,189	30,09,498	3,20	1891
	•••	•••		21,04,519	3,09,171	1,30,370	6'19	9,19,77,951	76,93,334	32,86,186	3.22	1892
	•••	***		21,57,365	3,22,817	1,45,732	6*75	10,01,84,730	86,78,127	39,56,647	3.32	1893
	•••	•••		22,23,526	3,20,348	1,42,667	6'42	10,53,78,060	96,01,998	46,57,448	4'42	1894
	***	<i>,,</i> ,		23,99,396	3,69,972	2,00,127	Į	11,00,11,010	97,80,441	46,59,182	4'24	1895
•••	•••	***		23,82,315	3,86,883	1,81,621	i	11,58,44,053	1,06,81,174	54,84,723	4.73	1896
5,830	•••	•••	, 	24,76,757	4,27,484	2,11,642	8*55	12,28,19,065	1,05,20,467	52,51,997	4.54	1897
5,93,589	23,395	10,617	1'79	24,79,448	3,76,220	1,63,990	1	13,92,01,222	1,08,95,895	54,25,189	3,00	1898
. 6,06,104	63,876	` 20,978	3*46	25,06,414	4,20,486	1,70,053	}	15,60,67,560	1,26,38,392	67,50,117	4'32	1899
5,86,534	57,366	18,984	3*24	27,28,115	4,23,308	1,58,794	5'82	16,09,04,092	1,58,05,695	78,85,412	4.90	1900
5,86,100	46,196	11,765	2'01	27,59,452	3,58,663	1,25,534	t	17,13,95,126	1,47,89,768	73,89,974	į.	ŧ.

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Káraikkal-Peralam	So North Western State	48 Sagauli-Raxaul	63
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	74 Pálanpur-Deesa (State portion) .		40 58
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	36 section)		-7
Morvi	79 Pondicherry	SI Tarkessur	57 66
Mymensingh-Jamálpur-Jagannath-	Powayan Light	64 Tezpur-Bálipara	CO
ganj.	50 Raipur-Dhamtari	44 Tirhoot State	38
Mysore-Nanjangud		75 Udaipur-Chitor	77
Mysore-ivariangud			22
Mysore section (Southern Mahratta).	40 Rajpura-Bhatinda		80
Nagda Ujjain	70 Rájputana-Malwa	West of India Portuguese	60
Nılgiri	60 Ránaghat-Krishnagar	66	
		<u> </u>	



income derived by railways which are not guaranteed by the State.

11, 14 48 and 50 of Report.)

	,	LINES I	N FOREIGN	TERRITORY-co	ncld.			CLASS : OI RAILWAY
	31';	33"				•		GAUGE,
	23 (d)	·			TOTA LINES IN 1 TERRITO	L FOREIGN ORY.		Class: No.
	Pondiche	RRY.						Railway.
Capital outlay.	Gross earnings,	Net traffic earnings.	Percentage on capital outlay.	Capital. outlay.	Gross carnings.	Net traffic earnings.	Percent- age on capital outlay.	Calendar year.
Rs.	Rs.	Rs.	,	Rs.	Rs.	Rs.		
			`				***	1879
		•••	***			•••	•••	1880
•.•		•••	•••				***	1881
	•••		•••			101		1882
•••	***	•••	***					1883
•••			•••		•••	•••	***	1884
Information not available,	•••					•••	•••	1885
not a	***	•••	•••		•••	***	***	1886
ation	•••	***	•••	•••	***			1887
Inform		•••	411					1833
	***		•••	•••		•••		1889
5,69,543	**	•••	•••	1,68,82,713	4,75,437	67,001	0 *40	1890
5,68,543	20,106	20,107	3'54	1,68,90,682	5,64,120	1,41,690	o*84	1891
5,68,543	15,341	15,341	2,10	1,68,69,444	3,90,022	26,448	0,16	1892
5,68,543	18,014	18,014	3*17	1,68,43,359	6,04,719	1,83,083	1,00	1893
5,68,543	27,958	18,425	3'24	1,68,81,356	5,71,631	1,37,757	0'82	1894
5,68,543	50,328	22,711	3,33	1,69,05,268	6,33,405	1,34,847	0'79	1895
5,68,543	39,681	17,776	3,13	1,70,07,996	3,35,857	-61,117		1896
5,68,543	36,592	17,169	3.02	1,75,01,793	2,16,314	-1,43,616		1897
5,68,543	31,830	14,394	2.23	1,75,87,656	2,73,433	-S7,896		1893
5,68,543	45,305	21,627	3.80	1,75,90,319	6,45,465	1,95,329	1.11	1899
5,68,543	59,583	23,193	4.08	1,76,27,520	4,17,787	-34,174		1900
5,68,543	60,174	32,366	5.69	1,76,34,352	4:58,744	-2,909		1901

Jorhát Káraikkal-Peralam Khamgáon Kolar Gold-fields Kolhápur Ledo and Tikak-Margherita Colliery Lucknow-Barcilly Ludbiana Dhuri-Jakhal Madras Madras (North-East line) Morvi Mymensingh-Jamalpur-Jagannath-ganj Mysore-Nanjangud Mysore section (Southern Mahratta) Någdá-Ujjain Nilgiri	39 76 52 36 79 59	Nizam's Guaranteed State North Western Stato Nowshera-Durgai Oudh and Rohilkhand Stato Pálanpur-Deesa (State portion) Palanpur-Deesa (Darbar portion) Petlad-Cambay (Anand-Tarapur section) Petlad-Cambay (Tarapur-Cambay section) Pendicherry Powayan Light Raipur-Dhamtari Raipipla Raipura-Bhatinda Rájputana-Malwa Ránaghat-Krishnagar	Page. 72 48 Sagauli-Raxaul 49 South Behar 47 South Indian 71 Southern Mahratta Southern Punjab Tanjore District Board (Mayavaram- Mutupet) Täpti Valley 71 Tarkesshwar-Magra Tarkessur 64 Tezpur-Bálipara 44 Tirhcot State Udaipur Chitor Vardha Coal West of India Portuguese	Page. 64 63 56 42 40 58 65 57 66 33 77 32 80
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Appendix 8. Sterling capital authorised.

Capital authorised to be raised for each Guaranteed railway and State line leased to

(Referred to in paragraph

		AMOUNT AUTE	HORISED TO B	e raised by Declmber i	THE COMPANI	ES UP TO THE	AMOUNT RAIS	RD BY THE CON	IPANIES AND AND 10 THE
Classi								Debentures.	Debenture stock.
Classi- fication.	Railways.	Share Capital.	Debentures.	Debenture stock.	Capital not bearing interest (premium.)	Total.	Share Capital.	Cash received.	Cash received.
	,	£	£	£	3	£	£	£	£
g (a)	Guaranteed. Bombay, Baroda and Central India.	7,550,300	3,005,400	,40	28,731	10,584,431	† 7,528,628	3,004,400	•••
13 (a)	Madras :	10,257,630	1,595,300	• • • • • • • • • • • • • • • • • • • •	9,761	11,862,691	10,257,630	1,570,997	*10
	Total .	17,807,930	4,603,700	•••	38,492	22,447,122	17,786,258	4,575,397	810
3 (a)	State lines leased to Companies. Bengal Central	500,000	‡ 500,000	***		1,000,000	§ 500,000		***
4 (a) { & (d) }	Bengal-Nágpur	3,000,000	1,650,000	***	8,150	4,658,150	3,000,000	1,649,875 2,102,625	tos
S (d)	Do. Extensions	3,000,000	2,105,000 3,654,100	•••	9,450 -5,977	2,114,450 6,648,123	3,000,000	3,654,100	•••
14 (a)	Assam-Bengal	1,500,000	1,360,000		15,385	2,875,385	1,500,000	1,357,750	
17 (b)	Lucknow-Bareilly section (Rohil- kund and Kumaon)		147,000	•••		147,000		147,000	
21 (a)	Southern Mahratta	3,500,000	1,093,100		30,957	4,624,057	3,491,540	1,092,350	
21 (b)	Mysore section (Southern Mah- ratta)		011	1,200,000	24,000	1 ,224,000		•••	1,200,000
24 (a)	Вигта	2,000,000				2,000,000	\$§ 2,000,000		
	Total .	13,500,000	10,509,200	1,200,000	81,965	25,291,165	13,491,540	10,003,700	1,200,000
	Grand Total .	31,307,930	15,109,900	1,200,000	120,457	47,738,287	31,277,798	14,579,097	1,200,000

Details of Debenture loaos on 31st December 1901 and the dates at which the loans expire :-

£								1	£								
300,000	3 P	er c	ent.	:				ist January 1902.	178,500	3	per	cent			:	.:	30th June 1902.
100,000	21	,,	,,			•		5th May 1903.	60,000	23	,,	,,					31st December 1902
149,400	21	` ,,	,,				•	15th June 1903.	200,000	2}	, و	,,					31st December 1903
100,500	3	,,	,,	•				8th July 1903.	103,100	2}	"	,,					30th June 1904.
500,000	21	,,	,,	•				toth July 1903.	300,000	31	,,	,,					30th June 1904.
100,000	21	,,	,,	•	•	•	٠	1st April 1904.	100,000	3	,,	٠,					31st December 1905
120,000	31/2	,,	,,	•	•	•		ist February 1905.	111,500	3	,,	,,					30th June 1906.
100,700	3	,,	23		•			8th July 1903.	140,000	31	,	,,					30th June 1906.
536 , 000	3	"	,,	•	•	•	•	1st December 1905.	100,000	3 }	,,	,,					30th April 1907.
200,000	31	,,	,,	•	:		•	30th June 1907.	200,000	33	,,	,,					31st October 1907.
193,800	31	,,	,,	•	•	•	•	8th July 1903.	81,400	31	"	3,					31st December 1907
300.000	31	,,	"	•	•	•	•	7th November 1908.									
									Marie and Address of the Lot of t				_				
,005,400								}	1,574,500								
The same of									Telegory's an								

Appendix 8. Sterling capital authorised.

companies, the amount raised and the amount withdrawn to 31st December 1901.

15 of Report.)

DVANCED B	Y THE SFCRE- BER 1901.	AMOUNT RA TO THE 31ST I	ISED IN INDIA DECEMBER 1901	·-	# DRAWN T	OUNT WITH- O THE 31ST BER 1901.	
Capital not bearing interest (premium).	Advances made to companies from money raised under Act 51, Vict., Cap. 5.	Share capital,	Capital not bearing interest (premium).	Total amount raised to the 31st December 1901.	During calendar year 1901.	Up to the close of calendar year 1901.	Remarks.
£	£	£	£	£	£	£	
28,731		# 21,672		10,583,431	² 95 , 374	10,628,511	# 5 per cent.
9,761			•11	11,838,388	390,330	11,880,597	†5 ,, , £8,757,60
38,492		21,672		22,421,819	685 , 704	22,509,108	\$ 5,757,50 47 , , , , , , , , , , , , , , , , , , ,
***	500,000		•••	1,000,000	19,039	2,002,601	\$ 3\$ per cent.
8,150 9,450	2,760,000 		J	7,418,025	26,840	T 7,730,505	Includes expenditure by the State on t
-5,977 15,385	1,345,000			2,112,075 7,993,123	487,078 162,526	5,237,727 8,237,375	54.000 to \$ 343,509.
-5,500			**	2,873,135	185,207	2,873,135 #	by the Company in England n sold for Rs. 20,14,195. This si was paid into the Calcutta Treasu and at the contract rate is equivalent.
30,923	2,129,900	8,450	34	147,000 †† 6,753,207	17,454	362,698 ††	and at the contract rate is equivalent to a sterling payment of £ 160,8; Expenditure in excess of this capi has been advanced in India.
24,000				1,224,000	10,820	6,735,316 1,196,512	†† Includes capital raised for completion the Bellary-Kistna section, and c
				2,000,000	633,359	2,623,235	penditure thereon from the panuary 1888.
81,931	6,734,900	8,460	34	31,520,565	1,559,109	35,999,104	## 3 per cent.
120,423	6,734,900	30,132	34	53,942,384	2,244,813	58,508,212	§§ 2½ ,, ,,

Bengal-Nág. 205,600 1,234,400 500,000 400,000 400,000 155,000 400,000 3,755,000	3 per cent 4 ,, ,, 2½ ,, ,, 3 ,, ,, 3½ ,, ,, 3½ ,, ,, 3½ ,, ,, 3½ ,, ,,	18th February 1902 1903. 10th July 1903. 21st April 1904. 18th August 1905. 15th June 1906. 3rd January 1908. 4th May 1908.	Indian Midle £ 171,200 250,000 582,500 1,000,000 1,000,000 500,000 3,654,100	24 24 34 34 34 34 3	per	cent,		\$ 100,000 88,100 600,000 50,000 255,000	######################################	1st April 1904. 1st October 1905. 1st April 1906. 1st October 1907. 1st October 1908,
Lucknow-Bare £ 147,000				•	•	•	• 1st July 1904.	500,000 300,000 500,000	3 per cent, 2½ ,, ,, 3½ ,, ,,	4th July 1902. 13th April 1905. 4th July 1907.

Appendix 9.
Budget allotments.

Amount allotted to each Railway Administration for expenditure on capital account

(Referred to in para

												(Kererreu	to in para
CLASS: NO. RAILWAY.			I (a). East Indiana				-), (b), (c) A\0			-		3 (a). Benoal
Particulars.	Capital assed for.	Capital at first allotted.	Capital allotted on revision of Budget.	Capital actually expended,	Mileage opened during the year.	Capital asked for.	Capital at first allotted.	Capital allotted on revision of Budget.	Capital actually expended.	Milenge opened during the year,	Capital asked for.	Capital at first allotted.	Capital allotted on revision of Budget.
Tear.													
****	*****	27,45,000	31,79,000	36,70,599	2.83	19,64,700	20,05,900	17,69,000	13,50,957	35.11	6,30,000	1,32,000	1,32,000
1893-94 .	72,00,000	27,23,000	54,11,000	54,33,772	•••	13,30,000	14,68,000	10,94,000	10,55,438	***	6,52,000	1,55,000	47,000
1894-95	66,20,000	24,00,000	35,41,002	38,82,382	56 97	21,75,000	9,00,000	6,45,000	6,02,630	100	5,58,000	62,000	58,000
1895-96 .	56,70,000	31,00,000	55,50,000	52,11,142	23 32	13,00,000	12,00,000	14,16,000	14,25,285	21.2	5,96,000	1,01,000	\$5,000
1S96-97 .	1,00,00,000	11,22,000	68,00,000	64,94,213	4.81	40,00,000	40,75,000	4,59,000	42,79,950	•••	17,42,000	7,25,000	9,94,000
1897-93 .	1,30,00,000	1,05,00,000	1,20,00,000	1,28,94,201	1°25	69,14,000	71,25,000	49,33,000 39,83,000	56,02,739 33,05,840	9 49	14,83,000	7,00,000 4,00,000	6,79,000 7,81,000
1593-99	1,50,00,000	1,62,65,000		1,25,59,624	5 61 125.48	78,49,000	64,97,000	53,45,000	54,50,351	32.82	16,60,000	4,00,000	4,00,000
1509-1900 .	1,83,00,000	1,28,20,000	1,65,70,000	1,63,96,566	3,53	97,60,000	61,56,000	51,95,000	43,95,050	53.84	2,63,000	2,50,000	2,50,000
1901-02	1,87,50,000	1,57,50,000	1,47,51,000			ენ,03,000	77,00,000	82,01,000		6.01	3,03,000	1,50,000	1,78,000
····	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>		<u> </u>	<u> </u>		<u> </u>		<u> </u>	
			б (а) то (d). В Концькна					(a), (f) & (Webtern S				c	8 (a). Great Indian
	l				1								
1891 93 .	1,03,60,000	63,85,600	42,70,000	35,89,252	***	1,52,83,000	92,30,700	83,53,000	91,34,807	3,00	22,25,000	21,35,000	4,82,000
1893-94 . 2894-95 .	5,22,400	40,85,000	51,94,000 27,18,000	51,20,616 25,18,142	48.20 20.01	1,46,00,000 29,91,000	93,53,000	95,28,800 1,31,30,000	7,39,205	***	18,24,100	32,81,000	- 2,63,000 17,33,000
1895-56 .	31,71,000	30,43,000	30,61,000	28,28,376		1,67,00,000	1,33,27,000	1,55,38,000	1,53,73,545	103'29	15,45,000	10,73,000	6,70,000
1896-97	32,75,000	33,34,000	34,77,000	31,81,947	49 76	1,33,93,000	1,37,84,000	1,51,27,000	1,55,72,773	263 83	16,03,000	16,35,000	- 3,43,000
2897-93	51,10,000	51,10,000	52,72,000	53,83,810	45'03	81,83,000	80,10,000	65,61,000	57,78,432	•••	12,90,000	40,47,000	14,74,000
1895-99 ,	31,35,000	33,25,000	54,59,000	44,80,095	138.39	76,67,000	89,46,000	77,21,000	73,18,184	٠	45,75,000	63,64,000	30,73,000
1399-1900 ,	71,35,000	54,73,000	56,75,000	59,81,021	32.02	51,00,000	54,24,000	46,77,000	43,87,895	131,01	45,45,000	45,34,000	30,09,000
1900-01 ,	40,86,000	30,3°,000	29,79,000	29,63,018	86 77	92,49,000	42,83,000	64,06,000	62,50,302	113,13	37,69,000	18,50,000	-19,81,000
1901-02	20,44,000	18,31,000	25,91,000		***	85,61,000	63,87,000	89,15,000	414	331	15,42,000	12,63,000	8,16,000
		ر) و	f), (g) ANO (11 •			1	1 (a) AND (b),			l		14 (6)
	[Raj	PUTANA-MAL	1/ A.				MADRAS.					VESTR
1892-93	71,30,000	48,00,000	66,55,000	70,47,073	•••	13,54,000	12,63,000	3,04,000	2,48,381	.,,	35,00,000	1,25,00,000	55,09,000
1893-94	57,00,000	44,23,000	48,82,000	43,60,479	17'28	9,75,634	10,54,000	4,72,000	3,89,210		1,22,40,000	1,25,99,000	92,11,000
1894-95	30,45,000	23,20,000	38,34,000	30,50,064	•••	17,44,000	6,16,000	3,98,050	1,83,902		1,03,24,000	82,95,000	1,67,75,000
1895-56	40,20,000	31,50,000	26,74,000	28,65,244	•••	5,98,731	9,63,000	3,41,000	2,89,722	8,22	2,00,53,000	1,47,17,000	1,43,83,000
1396-97	16,40,000	14,44,000	3,47,000	62,693	25.81	8,31,700	5,66,000	6,02,000	4,85,869		2,34,55,000	1,75,00,000	1,17,06,000
1897-98	9,52,000	6,55,000	1,50,000	1,27,324	•••	11,17,000	12,18,000	2,78,000	2,93,774	•••	1,98,55,000	1,33,00,000	3,20,94,000
1595-99 .	17,41,000	15,00,000	6,63,000	1,15,096	***	36,58,000	59,17,000	9,07,000	7,79,654	•••	1,44,15,000	1,15,20,000	1,20,24,000
1000-01	23,65,000 30,80,000	9,00,000	18,00,000 27,44,000	11,50,566 20,89,502	***	39,66,000 60,73,000	31,13,000	20,26,000 39,47,000	16,05,789	•••	1,24,00,000	80,00,000	1,00,36,000
1901-02	2S,14,000	21,25,000	14,91,000		***	46,76,000	47,00,000	41,25,000	43,77,502	28'75	1,25,92,000 83,72,000	3,26,10,e00 83,45,000	75,00,000
		!											
ار			18 (c).	_	į			I (a) то (е).					23 (0).
	Joonpur-Bis	ANTR [JOOH	PUR-HTOFRA	EAD (BRITISH	section)].		Sout	BERN MAHR	ATTA,				South
1872-93 .		,,,				33,76,500	31,83,000	47,88,000	45,69,950	19,03	40,37,500	22,70,000	-16,42,000
1893-94 .		}	}	}		25,56,000	18,57,000	5,67,000	5,07,455	56'55	26,29,900	11,37,000	7,25,000
1594-95 .			,			8,40,000	14,09,000	7,31,000	6,81,842	•••	17,74,000	6,00,000	2,00,000
1805-96		•••		•••	•••	11,77,000	12,62,000	8,12,000	7,55,237	• • • • • • • • • • • • • • • • • • • •	14,95,000	8,50,000	4,50,010
1855-97						15,01,000	14,78,000	2,80,000	9,04,205	***	6,15,000	5,00,000	1,50,000
1897-93 1898-99	*** 33.55.000	1.00.000	25,000	7,957	•••	19,70,000	18,07,000	9,23,000	6,17,542	***	8,35,000	5,00,000	2,70,000
1829-1900	23, 5,000 24, 81,000	9,99,000	10,03,000	9,70,558 9,42,349		18,65,000 9,65,000	15,20,000 6,00,000	7,95,000	8,12,707	***	-14,76,000	-1S,44,000	-20,00,000
1000-01	17,92,000	10,00,000	3,95,000	3,83,059	68,49	13,10,000	6,00,000	4,75,000 6,06,000	4,60,852 7,32,060	•••	5,00,000	5,00,000	10,93,000
1901-02	5,000	1,5%,000	2,25,000	•••	***	8,25,000	6,00,000	4,26,000	***	•••	1,28,44,000	13,00,000	43,12,000
											',,,,,,,,,,	-,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	91,37,000

DIX 9.

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Appendix 9. Budget allotments.

during each official year from 1892-93 and the amount actually expended.

CENTRAL.				(0), (1) ANO (ENOAL-NLOPE				E	AST COAST STAT	E.		CLASS: NO RAILWAY.
Capital actorily expended.	Mileage opened during the year.	Capital asked for.	Capital at first allotted.	Capital allotted on revision of Budget.	Capital actually expended.	filleage opeoed during the year.	Capital asked for,	Capital at first allotted.	Capital allotted on revision of Budget,	Capital actually expeoded.	Milleage opered during the year,	Particulars Year,
1,18,013		51,81,000	5<,13,000	42,68,000	41,36,542	30*23	1,66,15,000	1,08,01,000	1,24,94,000	1,23,40,988	88*58	1892-93
1,10,013		20,60,000	23,98,000	13,73,000	11,94,152		1,00,04,600	91,85,000	99,73,000	97,64,893	174'81	1893-94
58,730	•••	8,78,000	6,49,000	3,16,000	3,38,482		99,66,000	76,10,000	78,55,000	83,21,931	90.41	1894-95
56,652	'	7,07.000	6,94,000	29,98,000	21,12,011		53,00,000	53,00,000	87,30,000	87,63,511	137'37	1895 96
9,56,532	•••	2,55,84,000	1,69,64,000	1,55,77,000	1,57,92,395	•••	1,03,78,000	99,78,000	1,15,66,000	1,10,42,010	47*15	1896-97
6,57,065		3,82,23,000	2,12,81,000	1,94,00,000	1,84,65,149	 -	1,06,30,000	1,05,20,000	90,73,000	89,48,643	2 65	1897-98
6,16,752	***	2,37,54,000	2,07,00,000	1,85,10,000	1,84,49,088	323.23	85,18,000	90,44,000	\$9,59,000	89,66,098	232 33	1895-99
1,07,764	•••	2,35,10,000	1,77,00,000	1,77,00,000	1,70,70,994	5'75	29,55,000	27,00,000	30,95,000	29,09,719		1899-1900
2,35,634	•••	1,47.72,000	1,05,00,000	81,04,000	70,91,187	92*54	34,29,000	14,00,000	11,40,000	***	7'16	1900-01
•••	•••	1,83,39,000	1,74,51,000	1,60,39,000	** *	2*25	•	•		•	•	1901-02
ENINEULA.		-		(d) ANO (g)				BONSAY, BAI	9 (a).	TRAL INGIA,		
1		-						· ·			·	
7,25,515	•••	20,35,000	21,83,000	14,57,000	12,37,184	•••	2,09,000	2,09,000	- 2,53,000	- 1,71,305	•••	1892-93
-4,80,123	••	16,40,800	21,49,000	11,45,000	8,78,552	***	12,50,000	13,05,000	10,55,000	9,40,633	424	1893-94
15,58,250	•••	12,99,810	22,07,000	9,25,010	7,48,722	***	15,95,000	9,75,000	17,70,000	16,65,198	459	1894-95
5,69,795	<i>"</i> "	3,50,700	2,86,000	8,89,000	4,85,315	3,42	20,40,000	25,50,000	28,13,000	27,55,585	.,,	1895-96
-4,90,402	1,01	1,00,65,9%	96,07,000	68,14,000	70,19,372	***	39,75,000	47,11,000	31,02,000	28,83,994	***	1895-97
15,45,812	•••	33,55,000	25,01,000	29,24,000	30,13,399	47'83	50,00,000	67,46,000	27,00,000	25,51,358	114	1897-98
23,57,021	,.,	33,00,000	20,10,000	23,84,000	19,24,558	68 21	53,50,000	66,43,000	45,91,000	40,21,367	***	1898-99
23,74,659	19,00	19,59,070	17,50,000	23,48,000	19,97,374	***	47,00,000	41,00,000	51,81,000	41,49,383	•••	1853-1900
35,93,175	 21.00	33,50,000	7,50,000 33,50,000	27,40,000	13,15,242	,,,	41,50,000 30,25,000	18,00,000 28,00,000	13,98,000	14,73,253	***	1900-01
1			<u> </u>					-	41)			
STHOAL.		Bino	AL AND NORT	16 (b). n Wieter	(Tirnoot sec	ттон).	Ronnla	OVO ANO KUH	17 (b). Aon (Lucknow	·BARTILLY SEC	rion).	
		3,46,000	2,75,000	12,40,000	11,45,004	***	2,00,000	2,63,000	3,20,000	8,6 3,687	*****	1892-93
51,14,4 ⁵ 4 85,50,636	""	3,06,500	1,93,000	1,83,000	1,24,598	•••	3,20,000	4,41,000	2,78,000	2,10,265	23°50	1893-94
,65,51,385	***	10,35,000	6,00,000	5,05,000	2,53,104	1-4	2,75,000	3,80,000	1,66,000	1,11,825	1.75	1894-95
1,37,35,603	158'90	7,71,000	7,00,00	6,03,000	5,0 ⁹ ,239	,,,	3,20,000	2,05,000	3,08,000	2,09,454		1895-95
,15,55,591	201'73	4,06,000	43,25,000	24,41,000	16,59,234	,.,	4,95,000	3,43,000	2,37,000	2,06,603		1896-97
,18,24,159		73,11,000	71,00,000	53,50,000	47,24,254		3,25,000	2,23,000	4,48,000	3,57,554	***	1897-93
,24,72,607	53.82	57,50,000	62,00,000	40,70,000	34,38,341	,	2,20,000	3,50,000	1,53,000	1,28,139		1898-99
,01,54,503	20.31	35,01,000	24,00,000	30,00,000	32,77,918	73'17	1,60,000	69,000	69,000	-2,969		1899-1900
90,38,316	142'20	47,86,000	33,39,000	50,88,000	53,91,450	81.85	2,13,000	3,74,000	3,74,000	3,63,582	,,,	1900-01
•••	10.42	25,45,000	25,46,000	27,46,000	•••	11,36	2,95,000	2,95,000	4,90,000	414	244	1901-02
(e).				24 (0). Burna.		t	FRONT	er Reierve e	IATERIAL, STOR	ES AND COLLIE	RITS.	
1		1	1	 1			1		1			
20,26,137		53,40,000	51,89,500	51,11,000	47,85,615	59.45	,,,		•••	٠,	•••	1892-93
7,50,345		54,75,400	43,63,000	35,13,500	33,39,972	13.83				•••	•••	1893-94
1,85,032		36,31,000	37,:8,000	33,93,000	33,4 ^R ,504	15.46	{			***		1894-95
3,82,340	}	15,51,700	11,11,000	16,09,000	16,71,732	141'07		•••	•••	•••	•••	1895-96
3,49,527	}	8,75,000	75,29,000	71,53,000	66,22,514			***		•••	•••	1895-97
-3,01,256	[77,10,000	77,10,000	55,16,000	52,35.328	50.00	***	₩,	***	•••	•••	189 7-98
19,53,792	<i>,</i>	99,50,000	1,00,00,000	70,00,000	72,06,664		•••	•••	•••	,	•2•	1898-99
10,48,002		1,18,13,000	80,00,000	78,00,000	78,14,726	57'21	•••		***	***	***	1899-1900
38,97,339	1'45	1,02,85,000	88,00,000	97,85,000	98,53,957	130.66	•••	-1,190	-5.33	3,96,751	•••	1900-01
		1,22,00,000	90,74,000	95,64,000		53'70		2,960	1,46	200	,,,	1901-02

Appendix 10.
Annual capital outlay.

Capital expenditure in thousands of rupees

(Referred to in paragraphs

	•											•					(Referr			
	EXPE	NDITU	RE O	NEW	/ LIN	ES II	THO	ARUC	NDS	OF	EXPE	NDIT O	URE C	N ROI	LING EXCL	STOC UDIN	K IN G SUS	THO PENSE	USAI	rds
		1	RUPE	ES EX	CLU		SUSPE	.NSE.								Years,				
Railways.					YEA	RS.		 -		{	<u>i</u>			ī	1			1		
	1892.	1893-	1894	1895-	1896.	1897•	1898.	1899.	1900.	1901.	1892.	1893.	1894•	1895.	1896.	1897.	1898.	1899.	1900.	1901.
																				1
East Indian	63,61	28,32	11,36	11,96	18,06	80,79	1.07.94	73,53	45,55	50,54	-4,71	9,56	3,60	26,91	12,02	27,27	- 1	1,96,52	64,24	73,
Eastern Bengal	9,00	3,92	23	6	2	6,52	23,03	27,93	31,10	39,05	6,65	2,76	29	8,26	5,9 ^S	16,58	10,16	18,21	4,54	13,01
Bengal Central .			}			1		•••	•••	•••				•••	""	11,59	4,37	1,95	27	-31
	10.05	6,05	80	1,35	62,39	1.71,99	1.71.49	1,57,17	79,46	40,37	36,29	17,89	26	2,15	2,26	32	1,13	33,92	27,35	4,29
Bengal-Nágpur . Calcutta Port Com-	12,95	0,03		,,,,								1			3,34	1		•••	91	13,46
missioners · ·	7,28	96		6,36	38	27	50			9,21	"	"	""		3,0,		10			
Oudh and Rohilkhand State.	18,23	47,12		15,14	23,03		23,72				}					3,51	21,85	5,68 5,70		
North Western State	49,23	59,73	77,62	1,47.98	2,15.81	1,18,52	62,11	57,69	48,86	41,84	9,00	1,81	90	2,00	,.			1	_	
Great Indian Penin-	3,10	12,76	34,83	65,35	27,30	65,88	80,87	67,71	19,29	2,74	17,0	4,75	9,85	2,69	2,40	7,84	1,63	8,26	13,36	21,27
Bombay, Baroda and Central India	ء ا	11	6	5,23	16,33	5,73	25,28	62,80	18,88	3,20	1,6	6,8	5,24	6,94	1,07	9	5,99	13,83	13,35	4,24
Nizam's Guaranteed State				•••	•••	15,32	52,05	82,51	52,12	7,7	4,7	6 1	6	27	1	1	1	1	1	1
Madras · ·				14	25,11	11,02	7,48	10,6	21,25	58,3	3	1	1	33	1,65	1] '"	1	1	'
Bengal Dooars .						72	3,19	18,7	17,9	8' 15,6 	2,0	4 8	7 3:	7 1	'	52	'	4,09	2,32	1,40
Dibru-Sadiya			d.								ន	1 -	1 .	`	1	1		1		1 1
Assam-Bengal	30,1	6 71,90	1,39,16	1,39,97	1,00,7	1,12.0	1,16,0	1	j	,		9		17,5						
Deoghur • •	"		"	***	•		""	"	"	"	"	""	""	"	"		"	"		
Bengal and North- Western			;	21,09	33,3	1,10,0	64,3	63,3	29,1	0 32,4	7 7	7,4	9 1	9,0	3 2,2	9,9	24,0	15,8.	18,5	18,47
Rohilkund and Ku-	2,8	5 1,57	1,3	12		2				3	9))	1	2	1 :	2	2,3	2 1,0	2 2,8	1,47
Rajputana-Malwa .	33,5	50,3	54,0	14,25	17,8	9 11,5	8 8,2	2,7	9 8	8 6,5	1 5	50 5	4,8	6 1,1	2 3,1	5 -7.	2 -1,5	3,0	7 1,8	3 89
Jodhpur-Bikaner .	17,5	3 -2,11	7	2 1	-	4 10,2	4 28,5	2 16,5	2 10,7	9 4,0	6,4	17 1,6		9 -1	3	9	6,0	8 14,3	3 2	3,83
Udaipur-Chitor .			3,0	10,26	1	δ 2	6 1,1	3 2,1	6 4	15 1	7					2,2	5	5		42
Bhávnagar-Gondal- Junágad-Porbandar	7,9	0 6,4	5 8	49	14,5	5 7,7	7 6,9	3	8 -2	.s	,	76	17	8	3 1,8	8	7 1,2	4	8 1	7 80
Southern Mahratta .							9 1	1	3		1	28 :	29 2	1 3	7 4	.6 1,4	5,3	3,4	2 1,4	4 1.8
South Indian .	5,9	S 7,79	2,1	6				1,7	5 1,2	21 83,0	57	4 12,	79 1,	S 8	7 2	9 1,2	2 4	3 7	73 2	6 -:
Burma	20,6	2 29,49	13,3	• •••	11,1	7 38,7	4 43,9	62,2	50,6	56,	10,	96 1,	21 !	3,3	6 4,6	5 1,5	6,3	6 11,9	6 4,7	20,8
Morvi									2,;	32		4	41 :	34 -1	0 2	14	2 1	2	4	6 1
Bársi Light															2,4	19 1,7	77 =	7	•••	-3
Tárakeshwar-Magra.													1,	12	7	3 1	7	1		
Ránaghat-Krishnaga	,		-:					6,0								•••		1,:	21 2	14
Tezpur-Bálipárá	.		3,3	0 8	9 2	7	3	7	17	13			.	98 :	27	17		6	12	
Darjeeling-Himala- yan	.							-				8	46	5	1 3	B3	2	13	55 1	12
Howrah-Amta .						7,0	ī3 :	29	,	1	6		.			2,	34	9	11	46
Howrah-Sheakhala						4,1		33	ļ			.	.			1,	17	48		}
Jorhat					"							2	16	4	6 -	7	38	20		-3
TOTAL	. 2,92,	02 3,244	3,78,0	5 4,41,3	5 66	58 8.18,	70 8,32,	70 8.74.	67 542,	49 5,43	73 95	71 74	95 35,	80 91,2	7 745	34 1.38.	47 1,42,	52 2.69,	07 1.78	,25 2,11,1

during each of the past ten years.

17 and 21 of Report,)

17 and	and 21 of Report,)										·									
					VEME!					TOT	AL CA	PITAL RUP	EXPI	ENDIT INCLU	URE I DING	N TE SUSPI	OUB.	AND	OF	
			•	YE	ARS.									Yes	rs.					Railways,
1892.	1893.	1894.	1895.	1896	1897.	1808.	1899.	1900.	1901.	1892.	1893.	1894.	1895.	1896.	1897.	1598.	1899.	1900.	1901.	
1092.	.093.	1094.																		
																				•
7,74		ł	"-			1	' "			İ		33,94		_				- 1		East Indian.
11,80	1,82				1		8,72 75	13,88 1, 6 6	•	29,45 1,71	7,50 24	5,45 69	14,23 34		8,44	49,19 6,51	54,86 2,70	49,52 93		Eastern Bengal. Bengal Central.
12,79	28,59	4,97	4,25	-10,85	3,62	57	27	1,70	3,38	46,03	44,53	3,03	6,75	46 ,7 7	1,75,93	1,75,19	2,05,36	1,39,51	78,04	Bengal-Nágpur.
				1,37	26		65	93	1,07	7,28	96		6,36	5,09	54	50	68	1,84	23,74	Calcutta Port Com- missioners'.
22	79	1,33	7,09	2,61	4,01	4,38	9,74	8,30	9,70	14,51	49,51	36,11	35,29	20,23	44,90	33,16	55,69	39,26	32,34	Oudh and Robilkhand State
31,57	38,56	28,28	21,52	36,43	10,98	—1,49	3,04	23,62	29,74	93,80	97,10	1,10,80	1,64,58	2,82,87	1,36,82	62,47	81,43	98,27	99,87	North Western State.
20,52	16,00	13,31	9,99	6,00	4,38	8,04	6,75	9,77	11,10	17,69	23,51	61,99	79,03	21,79	82,10	95,54	97,72	53,41	45,11	Great Indian Penin- sula.
2,28	1,82	7,16	14,86	23,03	28,53	13,96	36,31	5,68	20,08	- 9	6,78	15,46	24,03	49,43	37,35	47,23	1,12,94	29,91	72,52	Bombay, Baroda and Central India.
2,36		3,97	1,79	82	-, -	1,24	1	1		12	1	97 13,45		ì	1 "	1			1	Nizam's Guaranteed State.
6,26 10,65	[3,51 41	3,37	3,19		2,35 20	3,45 14				1		1	l	١.				Madras. Bengal Docars.
бо	41	27	21	-25	2,41	,		5	3,60	2,42	2,78	87	1,27	53	2,55	27	16	2,57	3,60	Dibru-Sadiya.
·								ہ		30,16	72,94	1,43,79	1,72,49	1,28,01	1,23,28	1.10,74	1,19,15	94,40	70,82	Assam-Bengal.
6	-,		1		•••	1	-1	'		6	2		1					···		Deoghur,
14,72	77	3,29	1,53	49	2,86	5,05	6,63	12,21	7,19	20,47	-3,28	4,45	30,65	36,13	1,24,90	1,00,42	86,79	72,89	46,13	Bengal and North- Western.
1,55	90	61	53	2,55	1,72	79	21	66	47	3,30	2,48	1,98	66	2,59	3,73	2,21	23	4,40	2,97	Rohilkund and Ku- maon.
4,87	3,56	3,18	5,04	5,14	3,20	4,11	3,86	3,54	S, 20	39,93	1		20,41	19,18	3,66	9,73	10,72	17,25	19,60	Rajputana-Malwa. 🗸
3,79	5,12	1,33	42	39	44	6,34	-79	19			4,61) ~	1	J	ì	1		1 -	Jodhpur-Bikaner.
	***	•••	·".	•••		"		•••	23	"	"	3,05		1	2,51	1,18				Udaipur-Chitor. ~
1,27	23	1,37	2,34	37	90	2,03	1,00	44	96	9,93	5,40	3,27	2,86	14,98	9,54	10,20	1,16	33		Bhávnagar-Gondal- Junágad-Porbandar.
40	30	l		l	1 :	ļ.	3,05	1,78				2,23	•	1	\	4	3,50		1	Southern Mahratta.
1,86 20,06	3,80 5,95		92 7,66	1,01	77 6,24	1,52 5,09	3,59	3,03 25,14	ì i	9,88 59,64	1		5,47 8,02	Ì	1	95 54,42	i	, ,,,	3	South Indian. Burma.
					49	2	5	16					2,27			19			1	Morvi,
	4	53 	1,37		49	'		***		54		"		2,49	1,77	27			1	Barsi Light.
				,,,			.,.	•••	z			1,42	7	3	17	,	18		1	Tárakeshwar-Magra.
				***			•	•••	,,,		•••	 .					7,28	24		Ránaghat-Krishnagar
	•••			11	3	1	5	13		•••	••	4,28	1,16	55	6	14	34	26		Tezpur-Bálipárá.
34	18	39	20	42	38	49	25	10	21	43	64	44	, 21	1,65	40	62	So	22	22	Darjeeling•Himala- yan,
			•	••			4	•••	2				٠		9,97	1,23	16	47	8	Howrah-Amta,
				***	•••	•••		•••	•••	•••	•••	•••	•••		5,28	81	•••			Howrah-Sheakhala.
9	29	13	3	10		•••	4		17	11	45	17	9	1,03	38	20	4	I,00	-14	Jorhát.
-								. 60 -	200 -	.ss	F. FO. 4	E-20 0	6 56 50	7.82	10,05,94	10.10.5		10.65		Total.
1,58,01	1,40,01	1,05,40	1,05,99	1,20,53	1,27,77	95,12	1,41,49	1,07,50	±,09:55	40V174	<i>⊒13</i> 0144	ວາ≃9;25	~,54,59	1104145	• 0,95,94	10,49,34	.3,39,23	10,00,30	10,10,41	I TOINL.

Appendix II. Capital outlay.

Capital outlay on each railway to the close of the year

(Referred to in paragraphs

	ADMINISTRATION	1	FAST	INDIAN RAI	LWAY.	'		EASTI	RN BENGAL
В	Y WHICH WORKED,			1	1	[]			i
	NAME OF RAILWAY.	East In	dian.	Deliii- Umballa- Kalka.	South Behar.	TARKES- SUR.	KALKA- SIMLA.	Eastern ani Secti	
	Classification Number.	1 (a)	1 (b)	1 (c)	1 (d)	1 (e)	2 (z) '
	Gauge.	5' 6'	'	5′ 6″	5′ 6″	5′ 6″	2'-6"	5′ (5"
Items.	Length of railway and main heads of expenditure.	Open line.	Under construction.	Open line.	Open lice.	Open line,	Under construc- tion,	Open lioe.	Under construction.
(a) (b)	Length of Line. Single track Miles. Donble ,,	1,354°04 484°00	99°32	162°24 	78 ⁻ 76	22'23	60.00	155.83	7 [.] 66
(c)	TOTAL MILEAGIL	1,838*04	99.32	162.54	78.76	22'23	60.00	268*04	7.66
1 2 3	Overdrawn Capital , ,,	37,20,00,000 26,45,269 11,44,64,816			***	***		4,41,55,749 4,24,483 3,77,40,209	
4	Total outlay on railway to end of 1901— Sum of 1 to 3 Rs. } , XIX and XX ,	48,91,10,085	 53,24,840	 1,52,92,648	 1,23,66,533		። 34,ዩ 6, 993	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	3,47,794
1	Preliminary expenses Land	15,41,444 31,65,200 2,37,37,076 7,63,51,942 38,78,804 29,82,766 11,49,09,764 4,46,34,308 21,26,043 61,29,847 10,63,09,330 5,58,38,956 	1,77,827 2,46,794 5,67,524 12,27,549 46,380 21,61,973 1,72,752 3,44,781 	\$,07,400 } 39,39,436{ 1,70,89,069 13,75,250 2,38,836 9,13,480 11,759	7,46,510 7,80,306 37,43,724 89,353 37,77,482 7,30,058 5,90,424 7,85,756	Details not available.	3,41,959 85 17,76,999 1,70,047 19 1,15,518 69,486 \$8,761 4,52,311 	Details not available.	301 2,01,733 25,036 320 26 91,405 11,112 1,254
xīv	TOTAL OF I TO XIII "	44,16,05,480	53,24,840	1,43,75,230	1,12,43,613	17,92,293	30,15,085	6,86,17,974	3,47,794
	Ferries, etc. ,, Suspense , ,, Sundries , ,,	13,20,338 96,28,268 14,25,412*		2,09,869 11,27,287	 53,853 10,69,067	•••	3,41,638 1,30,270	15,61,564 32,20,759	•••
xviii	TOTAL items XV to XVII ,,	1,23,74,018	***	9,17,418	11,22,920		4,71,908	47,82,323	410
XIX	GRAND TOTAL expenditure in construction of railway (XIV + XVIII). ,,	45,39,79,498	53,24,840	1,52,92,648	1,23,66,533	17,92,293	34,86,593	7,34,00,297	3,47,794
XX	Amount paid in premia, &c , , ,	3,51,30,587	***	en.		•	•••	89,20,144	

Note,-The total outlay borne against the capital account of each

Includes Rs, 9,75,428 on account of surplus stores less sale proceeds from same, and Rs. 4,20,470 nn account of commission on debe pture loan.

DIX II.

1901 distributed over main heads of expenditure.

Appendix II. Capital outlay.

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TATE RAILV	VAY,				,			BENGA	L-NÁGPUR I	RAILWAY.	•
Northeri Secti	n & Behar ons.	DACCA SECTION.	BRAHMA- PUTRA- SULTAN- PUR.	Mymen- singh-Ja- malpur- Jagannath- ganj.	Соосн Венак,	BENGAL CENTRAL.	Bengal-Ná	GPUR.	RAIPUR- DHAMTARI.	JUBBUL- PORE- GONDIA EXTENSION AND BRANCHES.	
2 (b))	2 (b).	2 (c).	2 (d)	2 (e)	3 (a)	4 (a)		4 (b)	4 (d)	
3' 34"an	d 2′ 6″,	3′ 31″•	3′ 3₹″•	3′ 3¾″•	2' 6"	5′ 6″	5′ 6″		2′ 6″	2' 6"	Items
Open line.	Under construction.	Open line.	Open line.	Open line.	Open line,	Open line.	Open line.	U nder construc- tion,	Open line.	Under construction.	
500*43	38·83	85 · 92 	29,19	53°37	33°78	125.01	1,536·23 16·75	177 ' 77	56'24	252'67	(a) (b)
500°43	38.83	85*92	59'19	53*37	33'78	125'01	1,552'98	177'77	56.54	252'67	(c)
				and displicing them a decrees							
•••	***		***		***	 	•••	***			1 2
				,.,	•••	•••				•••	3
											4
4,49,36,038	64,02,852	73,32,727	 28,27,619	••• 20,84,346	13,94,923	 1,29,54,075	 20,50,28,206	 55,25,232	13,69,838	9,41,785	
2,00,022	1,00,953	. 1,27,561	14 779	4,324	11,508	1,48,152	19,71,512	68,539	10,998	67,562],
13,57,144	48,187	5,33,281	•••		14,435	73,186	59,25,199	20,66,938	5,274	24,841	li I
35,63,342	3,54,826	6,99,623	4,32,588	1,54,926	1,57,975	7,67,202	2,52,19,304	6,09,366	1,00,119	3,58,511	m
78,98,644	38,65,938	5,89,991	3,84,153	1,67,369	3,80,505	14,54,233	4,79,24,583	4,54,248	1,09,867	99,800	ΙV
11,81,421	14,349	1,10,532	15,984	40,177	2,570	4,14,089	9,44,379	10,736	3,226	2,091	V
, 7,210			•••		1,825						VI
1,09,44,510	11,57,150	18,38,000	13,53,181	12,78,694	4,47,819	45,58,911	б,р1,43,112	9,47,172	6,49,661	97,700	VII
52,87,323	84,754	13,36,000	1,72,379	2,62,489	78,164	11,93,029	1,28,93,173	68,523	63,346	1	VIII
13,01,610	3,18,483	 2,35,692	22,761	 24,748	18,659	3,81,688	37,03,257	1,21,747	12,012	19,040	1
79,13,876	1,28,886	11,92,198			1,78,912	28,14,787	2,55,00,324		3,23,868	8,627	
30,72,496	3,29,326	3,63,455	1,53,432	81,971	8r,996	8,40,609	1,23,41,615	2,22,909	91,467	2,54,691	4
9,31,358		3,05,500	,		•••	,	6,53,185			***	хии
4,36,58,956	64,02,853	73,32,727	25,49,557	20,14,598	13,74,368	1,26,45,886	19,72,19,643	45,70,178	-13,69,838	9,32,384	xiv
12,77,082			28,341	68,020	3,618	***	26,220	9,43,459			xv
		•••	66,429	674	16,937	3,08,189	77,82,343	11,595		9,401	хуі
454		•••	1,83,292	1,054	100		un.	***			XVII
12,77,082		,,,	2,78,062	69,748	20,555	3,08,189	78,08,563	9,55,054		9,401	XVII
4,49,36,038	64,02,852	73,32,727	· 28,27,619	[20,84,346	13,94,923	1,29,54,075	20,50,28,206	55,25,232	13,69,838	9,41,785	XIX
					111			•••			xx
"	"	"]			""	"	"	•••		"	^^

pital outlay on each railway to the close of the year

- ilanav	to the
Capital outlay on each railway	(Referred to in paragrap
abital outlay on	(Referred to the
ap	

5

	Capital outlay on each?	(Referred to in paragraphs
90	Capuu	TOTAL PARTY OF THE
Appendix II. Capital outlay.		NORTH WESTERN
Capital	ND STATE	
	OUDH AND ROHILKHAND STATE RAILWAY. GAMPIORE. ALLAII- ABAD.	North Western.
wulch	CAL- CUTTA PORT OUDH MND RAILWAL GAWARGE GAUGE GAUGE F17ABAD.	Non
ADMINISTRATION BY WHICH WORKED.	CUTTA HAR GAUGE) FYTABAD.	7 (11)
VOW. MO.	COMMIS- VIONERS', ROHILKHAND, DEHRAM LIMM (6(d) 6(d)	5' 6"
NAME OF RAILWAY.	6(b)	Under construction.
	5 (a)	Open line
Classification Number.	5' 6" 5' 6" 1 mder	Commercial Total. Jech Doab.
Gauge.	line Open line. construct	Military section.
	Open line. Open line.	
Length of rankay and man heads of man heads of	Open most	2,900'03
Items. Length hears of expenditure.	94.67	67 60:36 110:13 170.49
OF LINE.	1,037.53	51'40
LENGTH OF LINE.	Miles. 6.10 "	220,24 3,040
(a) Single track	. " 7960 97	107
(p) Douple "	7'65 1,037'53	14,00,91,244
TOTAL MILEAGE	· " .	23,70,470
(c) \	60.400	" 38,77,77,796
Outl.ty-		
Outline Purchase of line		
Overdrawn Capi Expenditure i Expenditure i		52,07,39,510 12,224
3 Sinco F		50,816 15,91,57,510 37,15,82,000 53,07,39,510
1	on railnay	12,1/4
1000	7 " } 07,54,678 13,77,107	29,58,310 42,41,543 29,58,310 34,23,944
XIX	and A	0 30,011 1986 23,97,931
\ "	30,553 12,59,231 1 94,804	4 " 3,92,42,389 2,78,50,50
. 1 Preliminary ex	xpenses	3,59,51,370 7,04,057
1 Land · ·	6,34,653	70 6,79,177 72,70,400 S,S4,702
III Tormation .	4,28,033 3,23,03,23 50,803 2,50,3	50,300 13,92,29,503
IV Bridgework	54,501	4,50,50,50,40,40,50,40,40,50,40,40,50,40,40,50,40,40,40,40,40,40,40,40,40,40,40,40,40
V Tencing .	3,81,11,693 S,84,607	1,043 1,035-17
VI Electric tele	d nermanent way " 13,05,07 1,35,40,948 2,09,104	75,25,594 1,00,057
la cions a	and building	4,760 " 50 5,44,30,749 50
- Mary 1	works .	74,64,685 2,45, 9, 10 27,18,416
Plant	21,51,036 1,70,3413 2,57,896 1	1,02,986 40,79,560 46,30,030
Rolling-	-stock ·	40,79,5 12,224
XII General	a charges	50,816 15,88,93,422 33,333,33
XIII Exchai	nge	124.975 6,99,003
1	OTAL OF 1 TO XIII . " 97,54,679 12,58,00,595	2,64,088
· XIV To	1 1 "	59,95,088 59,95,000
For	ries, &c	s
XV Ferr	spense	2,64,0S8 1,87,92,138 1,90,50,220
XVI Sus	dries .	38
•••	25,04,49	205 51,14,87,508 12,224
, luxx	TOTAL items XV to XVII "	50,816 15,91,57,510 35,23,30,298 51,14,87,808 12,224 1,92,51,702 1,92,51,702
, ,	GRAND TOTAL expanditure . 97,54,678 12,63,05,001 28,12;	
· ·	10 00000 20111)	Note:-The total outlay berne against the capital account of each
1	Amount paid in premia, &c,	Note: The total outlay berne as-
Xy	Amount	
	\	

1901 distributed over main heads of expenditure.

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ATE RAILWA	AY.					GREAT INDIA	PAGE FOR	
Southern Punjab,	Rajpura- Bhatinda,	JAMMU AND KASHMIR (NATIVE STATE SECTION).	Ludhiana- Dhuri- Jakhal.	Nowshera- Durgai.	Khushalgarh- Kohat- Thal.	GREAT INDIAN PENINSULA.	KHANGAON	
7 (8)	7 (c)	7 (d)	7 (e)	7 (f)	7 (4)	8 (a)	8 (b)	Items.
5′ 6″	5′ 6″	5′ 6″	5′ 6″	2′6″	2′ 6″	5′ 6″	5′ 6″	
Open line.	Open line.	Open line.	Open line.	Open line.	Under construction.	Open line.	Open line.	
423'93	107.05	15'92	7866	40°25	92 20	1,086'34	7'89	(a)
					1.1	461 93		(b)
423,63	107,02	15'92	7866	40*25	92.50	1,548'27	7*89	(c)
	,					10.28 15 620		r
	•••	***		A18 		40,78,15,679 25,81,999		2
			•••	***	<i>,</i> ,,	1,84,93,067		3
'				••*	,,		3,1	4
2,25,88,128	67,10,823	9,60,636	43,10,407	17,97,886	1,87,007	42,88,90,745	5,22,149	·
12,94,166	59,422	23,934	36,390	30,807	15,831	10,47,168	369	I
	46,494			18,037	3So	1,55,049	1,115	II
11,06,984	2,75, 955	34,955	2,28,393	65,647	79,333		44,036	111
8,22,841	5,37,820	1,35,428	2,43,730	2,13,755	35,783	11,60,09,097	57,634,	IV
1,96,493	2,04,472	2,176	1,01,280	10,271	***	j (7,366	٧
***	110	5,66,608	···	••• •••	•••	18,28,528	A11	VI
1,40,92,180 24,28,933	41,57,854	1,31,585	29,54,644 4,38,471	6,38,557 1,01,380	 1,251	7,54,67,019	3,10,958 53,602	VII
			4,30,4/1			3,87,21,077	ეე,002 an	ix
 60,098	*** 82,433	5,336	59,947	1,33,010)	3,434	x
		110	***	4,S2,439	•	4,58,40,200	11,069	XI
15,66,845	2,68,589	60,444	2,35,416	85,960	41,815	2,10,21,092	31,966	XII
			•••	•••		8,14,432		XIII
2,15,68,540	67,10,823	9,60,636	42,98,271	17,79,863	1,86,541	30,09,03,662	5,22,149	xıv
.1.	***	•,•	***	15,968		***	•••	xv
24,153	os ķ	•••	12,136	2,055	466	55,45,472	4.1-	xv1
9,95,435			•	***	***			XVII
10,19,588			12,136	18,023	466	55,45,472	£+1	xviii
2,25,88,128	67,10,823	9,60,636	43,10,407	17,97, 536	1,87,007	30,64,49,134	5,22,149	XIX
		•••		414		12,24,41,611	144	xx

Appendix II. Capital outlay.

Capital outlay on each railway to the close of the year (Referred to in paragraphs

			CRI	EAT INDIAN F	PENINSULA R	AILWAY—con		in paragraphs
ADMI	NISTRATION BY WHICH WORKED.		GM					
	Name of Railway.	AMRAOTI.	INDIAN MIDLAND.	Bina-Goona- Baran.	Bhopal- Ujjain.	BHOPAL• Itarsi.	GWALIOR	LIGHT.
	Classificatioo Number.	8 (c)	8 (d)	8 (e)	S (f)	8 (g)	8 (/	•)
	Gauge.	5′ 6″	5′ 6″	5' 6"	5′6″	5′ 6″	2'	o"
Items.	Length of railway and main heads of expenditure,	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	Under construction.
	Length of Line.							
(a)	Single track Miles.	5'72	796 25	145*59	113'27	57'39	126'14	56.85
(b)	Double ,,	***	***	4**	•••	•••		
(c)	Total Mileage •	5'72	796*25	145.59	113.27	57*39	126*14	56.82
	Outlay—							
1	Purchase of line Rs.		,,,		•••	•	•••	
2	Overdrawn Capital ,,	.	***		***	•••	•	
. 3	Expenditure incurred since purchase ,,	***	•••			•••	•••	
4	TOTAL outlay on railway to end ol 1901—							1
	Sum of 1 to 3 Rs.	***		***	•••	•••		
	"XIX and XX "	4,51,915	10,58,27,081	1,00,43,256	77,61,569	75,46,E91	31,00,762	6,515
1	Preliminary expenses ,,	11,799	9,95,314	92,220	94,758	•••	13,857	***
11	Land ,,	2,450	9,42,530	2,267	2,771	15,543	62	,
111	Formation ,,	20,377	1,00,91,977	13,91,605	8,07,815	15,90,833	5,67,231	332
īv	Bridgework ,,	62,106	2,35,99,650	21,12,615	17,33,768	18,68,412	1,43,847	
v	Fencing ,,	11,699	26,12,891	2,75,300	82,306	2,:3,520	5,684	
VI	Electric telegraph ,,	•••	17,376	2,155	28,534	582	•••	'
VII	Ballast and permanent-way . ,,	2,43,889	3,38,49,532	47,02,233	38,27,201	25,29,607	14,36,690	10
VIII	Stations and buildings ,,	54,425	90,47,106	5,60,763	4,67,236	8,67, 286	1,73,852	
IX	Colliery works ,,	***	•••		4	***	•••	
X XI	Plant ,, Rolling-stock ,	3,016	13,65,097	57,319	21,280	43,346	27,470	8
XII	Coneral charges	8,641	1,66,00,007	22,259	···	55,651	2,72,530	
XIII	Exchange ,,	29,709	43,39,747 2,52,050	8,24,550 	6,95,840	3,62,111	1,30,135	5,398
XIV	TOTAL OF I TO XII ,,	4,48,111	10,37,13,277	1,00,43,286	77,61,569	75,46,891	27,71,358	5,748
xv	Ferries, &c ,,	•••						
xvi	Suspense ,,	3,804	22,13,894	•••	•••	•••	3,29,404	767
XVII	Sundries	***			•••	•••		
IIIVX	TOTAL items XV to XVII "	3,804	21,13,804	•••		***	3,29,404	767
XIX	GRAND TOTAL expenditure in construction of railway (XIV + XVIII)	4,51,915	10,58,27,081	1,00,43,286	<i>77</i> ,61,569	75,46,891	31,00,762	6,515
ХX	Amount paid in premia, &c ,,							
	. ,,	***	•••	•••	***	•••	•••	"

Appendix II. Capital outlay.

1901 distributed over main heads of expenditure.

14 and 22 of Report).

4		вомвау, ва	RODA AND	CENTRAL IN	NDIA RAILI	WAY (SEE I	NEXT PAGE F	OR REST O	FSYSTEM	
Agra- Delhi Chord			Nagda- Ujjain.	Pellad- Cambay (Anand- Tarapur Section),	PETLAD- CAMBAY, (TARAPUS CAMBAY SECTION)	GODHRA- RUTLAN NAGDA	RAJPUTANA.	1	's Mehsana	1
	9 (a)	9 (6)	9 (c)	9 (d)	9 (e)	9 (1)	9 (g)	9	(h)	-
5′6″	5′ 6″	5′ 6″	5′6″	5' 6"	5′ 6″	5′ 6″	3′ 3∄″	3'	3 2 ″	Iten
Under construction †	Open line,	Open line.	Open line.	Open line.	Open line	. Open lin	e. Open line.	Open line.	Under constructio	n.
	6 258·34 202·56		34°32	21.20	10'92	141'1.	1,647'22	92:63	41*70	(a) (b)
131,1(465,00	155*48	34*32	21.20	10,05	141*12	1,648 36	92.63	41'70	(c)
*** ***	 		***		***		 	•••		1 2 3
1,01,472	12,03,69,427		 22,31,9\$2		 7,49,676	1,77,80,596		 33,35,629		4
45,373 46,810 4,470		4,17,932 26,34,918 25,42,842	10,938 1,77,372 4,61,446	11,684 44,040 87,012	4,771 25,016 44,795	1,80,184 35,570 60,92,071 41,32,900	27,71,381 14,28,542 74,54,008 2,17,08,534	10,066 3,04,732 5,89,759	3,473 , 152	1 11 111 1V
•••	Details not available.	65,887 3,264 45,35,107 8,27,319	14,581 603 13.07,870 88,720	29,033 7,59,720 1,87,250	14,941 4,79,724 1,53,162	2,76,979 4,065 46,98,039 14,95,900	31,77,804 3,82,74,285 1,92,38,330	62,952 16,80,960	•••	V VI VII
 4,819	Detai	 57,848 10,11,263	 1,729 1,68,823	3,721 52,907	8,247 18,912	 73,501 7,88,387	31,35,496 2,18,48,081 83,54,244	4,70,779 33,139 21,034 1,65,198	54	X X XI
						•••	49,08,971		6,603 	XIII
1,01,472	11,53,60,058	1,20,96,380	22,31,982	11,75,367	7,49,568	1,77,80,596	13,18,24,676	33,38,629	10,282	XIV
	57,29,682	51,040								xv
	—7,20,313	7,71,310	•••			•••	47,53,352			XVI XVII
	50,09,369	8,22,350		11,014	108	***	47,53,352		•••	XVIII
1,01,472	* 12,03,69,427	1,29,18,730	27,31,982	11,86,381	7,49,676	1,77,90,596	3,65,78,028	33,38,629	10,282	XIX
]			••	•••	•••					XX

railway, i.e., for lines open and lines under construction, is shown in Appendix 7.

Includes State outlay of Rs. 8,08,405 on the Patri branch,
† Commencement of work as a railway project not yet authorized.

P. T. O.

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Appendix II. Capital outlay.

Capital outlay on each railway to the close of the year (Referred to in paragraphs

		1			PDAT INDIA	DAII WAY	
	ADMINISTRATION BY WHICH WORKED.	BOY	SIBAY, BAROI	DA AND CENT	I RAL INDIA	RAILWAY—co	nesa.
	Name of Railway.	AHMEDABAD- PARANTIJ.	Palánpur- Deesa.	GAEKWAR'S DABHOL	Rajpipla.	JAIPUR (SIWAI- MADHOPUR.)	VIJAPUR- KALOL-KADI.
	Classification Number.	9 (i)	9 (j)	9 (k)	9 (1)	9 (111)	9 (n)
	Gauge.	3 (1"	3' 3}"	2' 6"	2′ 6″	3′ 31″	3′ 31″
Items.	Length of railway and main heads of expenditure.	Open line.	Open line.	Open line.	Open line.	Under construction.	Under construction.
	LENGTH OF LINE.						
(a)	Single track	54'70	17.28	78.20	37*37	72.85	41.80
(b)	Double "	***	***	•••	•••	•••	•••
(c)	TOTAL MILEAGE .	54*70	17-28	7 5*80	\$ 7 *37	72*85	41°80
	Outlay-						
1	Purchase of line		•••	•••	***	•••	•••
2	Overdrawn Capital		۸۰.	•••	***	•••	
3	Expenditure incurred since purchase ,,		***	•••	•••	′ •••	•••
4	TOTAL outlay on railway to end of 1901-						
	Sum of 1 to 3 Rs.			•••	•••	***	
	" XIX and XX "	19,49,355	4,18,264	21,14,302	13,06,823	8,40,591	6,60,706
I	Preliminary expenses ,	64,565		25.25			6,864
11		14,206	1,973	36,926	14,935	3,213	
111	Formation , ,	1,30,634	64,414		*** 1,28,528	 1,7S,049	 8,750
IV	Bridgework	2,76,400	59,479	4,07,345	3,93,057	3,02,703	73,073
v	Fencing ,,	20,482	10,037		14,919	6,065	54,721
VI	Electric telegraph ,,	1,567	***	63	584	,	•••
VII	Ballast and permanent-way	10,02,827	2,09,667	9,49,394	4,50,434	1,18,031	4,09,302
VIII	Stations and buildings ,,	1,84,403	51,175	3,68,235	95,015	1,70,772	61,755
IX	Colliery works ,,		•••	•••	***	• • •	
x	Plant ,	12,079	6,672	8,490	7,544	6,735	3,822
ХI	Rolling-stock ,,		•••	2,83,109	1,34,897	•••	
XII	General charges ,,	1,58,698	14,897	1,40,203	64,956	56,413	43,420
XIII	Exchange ,,	•••		•••	•••	***	
xıv	TOTAL OF I TO XIII	18,65,866	4,18,264	20,93,765	13,04,879	8,41,9St	6,60,706
xv	Ferries, &c						
XVI	Suspense	9,730	***	19,072	***		•••
xvii	Sundries ,	73,759	470	1,165	1,943 	9,101	•••
хуш	TOTAL items XV to XVII , . , "	83,489		20,537	1,943	9,101	
XIX	GRAND TOTAL expenditure in construction of railway (XIV+ XVIII)	19,49,355	4,18,264	71.14.202	19.06.000	C to rock!	662-06
XX	Amount paid in premia, etc.	***	4,10,204	21,14,302	13,06,822 	8,40,591 *	6,60,706

Nore.-The total outlay borne against the capital account of each

^{*} Excluding Rs. 10,491 on account of receipts on capital account.

Appendix 11. Capital outlay.

1901, distributed over main heads of expenditure.

NIZAM	GUARANTI RAILWAY	EED STATE			MADRAS	RAILWAY.			1
Nizam's Guaranteed State.	Bezwada extension	Hyderana Godavar Valley.		ADRAS.	MADRAS (NORTH-EAST LINE).		Nilgiri,	SHORANUR COCHIN.	-
10 (a)	10 (<i>b</i>)	10 (c)	1	1 (a)	11 (6)	11 (c)	11 (d)	11 (e)	-
5′ 6″	5′ 6″	3' 3}"	5	5′ 6″	5′ 6′	5'6"	3'33"	3'31"	- Iter
Open line.	Open line-	Open line.	Open line.	Under construc- tion.	Open line.	Open line.	Open line,	Under construction.	-
330,13	20'58	391*42	829°75 43°42	31*09	497°22	9.88	16·9o	64.83	(a
330,13	20.28	391'42	873'17	31'09	497'22	9.88	16.90	64.83	(¢
2,30,30,382 1,36,924 1,94,00,161		•••		 			18,04,448 	515 510 445	1 2 3
4,25,67,467	11,51,678	 2,14,37,419		59,44,864	 6,07,27,3 <i>7</i> 5	11,20,330	18,04,448 30,69,806	 50,82,279	4
1,85,226 15,57,791	15,319 47,109 1,69,533	4,26,091 ••• 32,74,634	1,09,665 	68,481 7,58,946	3,43,886 14,79,238 53,21,526	8,400	3,10,602	50,218	11
13,37,652	1,62,225 17,734	30,62,217 1,85,972	3,96,52,139	9,07,218	1,77,92,628 4,85,904	3,40,573	6,95,524 3,78,210 2,114	6,41,776 12,08,277 25,547	III IV V
67,39,002	5,21,215 75,480	68,28,113 21,23,629	3,97,70,218 1,06,57,808	16,47,589 2,43,034	3,684 1,86,04,666 41,94,992	62,995 5,06,520 1,50,438	4,11,886 83,119	 12,91,034 . 1,45,045 :	VI VIII VIII
4,22,030 47,82,430 11,04,421	7,876 20,384 1,17,275	3,53,389 24,04,142	13,07,258	2,61,892 6,21,954	66,57,517	8,029 	 11,639 5,15,922	 1,37,733 66,564	IX X XI
•••		17,24,057		4,15,994	38,53,074		3,09,127	2,78,177 	XIII
,84,17,016	11,51,678	2,03,82,244	12,17,76,592	50,65,195	5,99,85,766	10,95,057	27,18,143	38,44,371	XIV
 9.83,145	•••	···		20,188	4,86,078			73,576	xv
	•••	6,88,097 33,67,078	36,29,923	8,59,481	2,55,531	24,273	3,51,663	11,64,333	XVI XVII
9,83,145		40,55,175	36,29,923	8,79,669	7,41,609	24,273	3,51,663	12,37,909	XVIII
,94,00,161 ,31,67,306	11,51,678	2,44,37,419 	12,54,06,515	59,44,854	6,07,27,375	11,20,330	30,69,806 18,04,448	,	XIX XX

Appendix II. Capital outlay.

Capital outlay on each railway to the close of the year

(Referred to in paragraphs

				YA RAIL- Y.	DIBRU-SADI WAY			MINISTRATION, BY WHICH	ADN
Эеоснив,	NOAKHALI (BENGAL).	NGAL.	Assam-Be	LEDO AND TIRAK- MAR GHERITA COLLIERY.	DIBRU- SADIYA.	Dooars.	Bengal l	WORKED.	
15 (a)	14 (b)	z)	14 (4	13 (b)	13 (a)	and (b)	12 (a)	Classification Number.	
3′3₹″	3′3¾″	ⁿ	3′ 31	3' 3%"	3′ 33″	3"	3′ 3	Gauge.	
Open line	Under construce tion.	Under construction.	Open line.	Open line.	Open line.	Under construc- tion.	Open line.	Length of railway and main heads of expenditure.	I tems
4'7	34'95	151.81	589.51	11,00	77*50	42.56	110.40	LENGTH OF LINE. Single track Miles.	(a)
•••	•••	3'43	•••			•••	•••	Double ,, ,,	(6)
4.2	3 \$ '95	155'24	589.51	11,00	77:50	42°26	110,40	TOTAL MILEAGE.	(c)
								Outlay—	
•••		***			***	109	•••	Purchase of line Rs.	1
•••	•••	***	•••	***	•••	•••	•••	Overdrawn Capital , ,,	2
	34,303	•••						Expenditure incurred since purchase ,,	3
								TOTAL outlay on railway to end of 1901—	4
147		***		***	•••	•••	•••	Sum of 1 to 3 Rs.	
2,85,26	34,303	3,24,22,099	7,17,27,378	16,30,162	82,00,747	36,86,387	51,85,053	,, XIX and XX ,,	
		9,88,195	14,61,394		1,73,469	1,57,023	3,67,612	Preliminary expenses,	1
	34,303	1,59,562	34,52,834		39,264	***	•••	Land	11
		2,05, 05 ,253	1,77,54,424			3,60,388	5,25,926	Formation ,	Ħ
ei .		37,08,970	1,02,14,587	ı,	12,07,260	7,81,808	4,44,558	Bridgework ,,	IV
ilabi		2,930	12,29,826	ifable,		1,766	15,297	Fencing ,,	V
Details not available.	"	***	***	Details not ava	18,66,476			Electric telegraph ,, Ballast and permanent-way . ,,	VI VII
on el	***	22,03,0§7 1,02,224	1,37,01,666 59,43,7d5	ls no	2,44,732	3,77,163 1,23,117	16,54,608 4,12,681	Stations and buildings,	VIII
Oetai			39,43,700	Detai				Colliery works ,,	IX
-		3,61,162	13,70,133		5,36,395	1,05,328	75,583	Plant ,	x
		10,80,218	41,04,826		19,18-649	3,44,249	8,21,790	Rolling-stock ,,	ХI
		25,56,151	97,01,811		17,74,874	3,07,973	4,62,368	General charges ,,	XII
		•••	•••		***	•••	***	Exchange ,,	XIII
2,75,00	34,303	3,16,67,752	6,89,35,207	16,30,162	77,61,119	25,66,815	47,75,423	TOTAL OF I TO XIII ,	XIV
			2,38,936		22,513	411	1,67,463	Ferries, etc ,,	xv
10,20		7,54,337	25,53,235	•	1,50,240	9,40,115	•••	Suspense ,,	XVI
•••		***			2,66,875	1,79,457	2,42,167	Sundries,	XA11
10,20		7,54,337	27,92,171		4,39,628	11,19,572	4,09,630	TOTAL items XV to XV 11 . "	xviii
2,85,20	34,303	3,24,22,089	7,17,27,378	16,30,162	82,00,747	36,86,387	51,85,053	GRAND TOTAL expenditure in construction of railway (XIV+ XVII)	XIX
ا2رون و2	34,303	0,24,22,009	7,-1,-1,510	,,,-,,,,,	7. 17	- , ,,,-,	- ; -,-00	Amount paid in premia,	XX
							•••	ac , ,	

DIX II—continued.

Appendix 11. Capital outlay.

1901 distributed over main heads of expenditure.

BEI	NGAL AND	NORTH-WEST	ERN RAILV	VAY.	R	OHILKUND	AND KUMAC	N RAILWAY	y.	
Bengal And West		Tirno	оот.	Sagauli- Raxiul.	Rohilkun Kuma		Lucknow-I	BAREILLY.	Powayan Light.	
16 (a)	16 (8	5)	16 (c)	17 (4	7)	17 (8)	17 (c)	Items
3′ 3	3"	3′38	"	3' 3 3"	3′38	}"	3′ 3₹	"	2',6"	
Open line.	Under construc- tion.	Open line.	Under construc- tion.	Open line.	Open line.	Under construc- tion.	Open line.	Under construc- tion.	Open line.	
7 43 ' 00 (67.00	519°10	30'47	18 ' 09	53°92		231°17	5°96	39 ' 50	(a) (b)
743'00	67.00	519*10	30*47	18-09	53'92		231*17	5'96	39.20	(c)
	••• •••	44* #44		 	•••	***			•••	1 2 3
-5,23,85,63 <i>7</i>	 27,06,193	 4,30,41,289	 31,50,005	10,67,014	 22,02, 0 84	 7, 339	 1,01,80,275	 2,963	, 8,41,038	4
5,25,52 :	1,37,212	2,17,428 26,14,175	4,262	59,158	90,660	7,339	1,62,700 2,54,729	.,,	 5	I II
36,1 7, 574 99,85,812	36,479 14,74,839	35,74,417 55,10,085	 25,95,619	88,576 2,61,626	1,28,276 1,53,387	•••	5,68,117 7,82,135	4,4	10,409 16,211	III IV
7,37,529	•••	11,03,059	-3,93,-19	7,552	42,240	•••	2,00,763		166	v
27,491		21,620		***	•••	• • •			***	VI
1,46,66,066	11,334	1,16,27,917	4,657	3,54,1 7 9	8,98,385		37,50,731	2,849	64,134	VII
52,26,766	12,527	42,17,928	9,526	79,418	1,73,781		9,93,732		5,742	VII
	•••		***	•••		•••	,		***	IX
15,13,278 81,08,622	3,82,726	9,88,070 80,67,521	1,40,389	23,275	49,817	***	2,42,718	•••	4,520	X
32,19,861	 1,77,825	24,27,215	2,53,565	99,495	4,76,786 1,82,251	•••	21,75,954 4,83,085		1,17,493 2,782	XII
,,,		7,04,770	•••		···		42,150	***	***	XII
4,76,28,521	22,32,943	4,10,74,205	30,08,018	9,73,279	21,97,860	7,339	96,62,814	2,968	2,21,462	XIV
21,23,419		8,33,951	•			,	68,933		•••	xv
8,84,289	2,63,234	11,33,132	1,41,987	66,162	4,234		4,07,499		583	xv
17,49,408	2,10,016		•••	27,573	•••		41,029		6,18,993	xv
47,57,116	4,73,250	19,67,083	1,41,987	93,735	4,324		5,17,461		6,19,576	XV:
5,23,85,637	27, 06,193	4,30,41,258	31,50,005	10,67,014	22,02,084	7,339	1,01,80,275	2,968	8,41,038	XIX
•••		•••		•••	•••		•••			xx

Appendix II. Capital outlay.

Capital outlay on each railway to the close of the year

(Referred to in paragraphs

	ADMINISTRATION BY	1 101	OHPUR-BIK	ANER RAIL	WAY.		BIIAVNAGA	R-GONDAL- DAR RAII	JUNAGAD-I WAY.	ORBAN-
	WHICH WORKED.	Jodhpur Section.		SECTION.	JODHPUR- HYDI.RYBAD (BRITISH SECTION).	UDAIPUR- CHITOR.	BHAVNAGAR- GONDAL- JUNAGAD- PORBANDAR.	Jamhagar.	JETALSAR- Rajkot.	DHRAN-
-	Classification Number.	18 (a)	18	(6)	1S (c)	19 (a)	20 (a)	20 (b)	20 (c)	20 (d)
	Gauge.	3' 31"	3′	38"	3′ 3¾″	3′3ξ″	3′ 3½″	3′ 3₹″	3′ 33″	3'32"
Items	Length of railway and main heads of expenditure.	Open line.	Open line.	Under construction.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line,
(a			157*35	\$8.00	123 ° 9S	67'30	333'84	54°23	46 [,] 23	20°53
(è) Double ,, ,,									
(c	Outlay—	454'94	157*35	83.00	123.08	67.30	333'84	24.58	46.53	20*83
	Purchase of line . ,,		•••			***			•	7
	Overdrawn Capital . ,,		***		•••	•••	•••	•"	•••	"
:	Expenditure incurred since purchase . ,,		•••	•••	***	***	•••		•••	
	TOTAL outlay on railway to end of 1901									,
	Sum of t to 3 ,,		•••	•••	•••	•••		•••	•••	•••
	"XIX and XX . "	1,17,24,895	28,03,081	20,90,454	3S \$1,\$61	20,61,855	1,\$0,90,671	23,0 ₂ ,96 ₃	15,74,033	5,85,100
Į	Preliminary expenses . ,,	82 , 042	18,383	6,605	5 9, 058	7,729	1,19,442	18,973	14,738	5,513
, II	Land ,,	1,621	2,325		3 6,657	•••	63,889	•••	15,369	685
111	, , , ,	6,38,622	3,51,993	36,440	4,30,343	2,89,001	17,74,656	2,40,675	2,44,962	62,745
17		2,96,025	11,529	7,374	4,58,700	2,24,192	43,58,254	5,05,725	2,29,786	49,190
V VI	Fencing ,,	4,393	2,997		35,152	18,046	1,02,646	18,096	67,090	5,225
VII	Ballast and permanent	\$9,698	20,606				11,774		600	
VIII	Stations and buildings . ,,	69,22,487 5,88,614	1,34,884	4,09,764	21,31,657 2,91,871	9,30,070 1,78,849	50,51,1S3 26,58,703	8,00,921 2,01,569	6,82,159 3,21,533	3,36,603 89,494
IX	Colliery works ,,	3,00,014	•••			•••	•••			C35494
X	Plant ,	1,65,252	17,957	1,658	32,209	30,135	3,31,361	17,525	15,922	S,1S6
XI	Rolling-stock ,,	26,92,177	99,368	4,84,118	7,377	2,72,419	24,06,297	3,97,314	•••	3,772
XII	General charges ,,	1,67,469	39,075	20,477	3,03,106	1,11,417	8,93,481	95,232	82,974	24,3S7
XIII	Exchange ,,					•••			···	
xıv	TOTAL OF I TO XIII	,16,48,400	2S,03,0S1	9,77,002	37,95,139	20,61,858	1,77,21,0S1	22,93,030	15,74,033	5,86,100
xv	Ferries, &c ,,				26,907					
XVI	Suspense . ,,	76,495		11,13,452	59,815		3,75,590	10,939	•••	·
XVII	Sundries ,,		,						•••	
xVIII	TOTAL items XV to XVII ,	76,496		11,13,452	86,722		3,75,590	10,939	•••	
XIX		,17,24,896	28,03,081	20,90,454	38,81,851	20,61,858	1,80,96,671	23,09,969	15,74,033	5,86,100
XX	Amount paid in promia, &c.								•••	

Note. The total outlay borne against the capital account of each Represents expenditure to 30th June 1901, as the statement of capital outlay during

DIX II—continued.

Appendix II. Capital outlay.

1901 distributed over main heads of expenditure.

		SOUTHERN	MAHRATTA RA	ILWAY.				
Southern Mahratta.	Mysore section.	GUNTAKAL- Mysore FRONTIER.	HINDUPUR (YESVANTPUR- MYSORE FRONTIER).	Birur- Shimoga.	Kolhapur.	Mysore- Nanjangud.	West of India Portuguese,	
21 (a).	21 (b).	21 (c).	21 (d)	21 (e).	21 (f).	21 (g).	22 (a).	1tems
3′ 38″	, 3′ 3¾″	3′ 3¼″	3′ 32″	3′ 3¾″	3′ 3¾″	3′ 3¾″	3′ 31″	
Open line.	Open line.	Open line.	Open line.	Open line,	Open line.	Open line.	Open line.	
	1							
1,042'04	296'36	119.20	I 51°35	37*92	29.27	15.66	51-11	(a)
***		•••	•••	•••	•••	***		(b)
1,042*04	29636	119 50	51,32	37*92	29 :27	15.66	51*11	(c)
		•••			•••	***		1
•••		•••	***		•••	•••		2
•••	***	•••	400		***	•••		3
	,							4
•••		•••	•••		•••	41>		•
9,84,64,118	1,60,14,879	59,02,583	24,94,729	24,01,338	23,24,807*	б,56,462	 1,63,42,023	_
10,90,895	2,95,374	59,327	64,093	17,627	13,858	15,210	90,501	1
11,67,787	1,59,216	28,457	25,337	20,837	30,119	10,884	90,501	11
1,91,85,490	24,44,20\$	7,83,933	5,48,783	5,30,662	2,68,591	1,41,447	61,41,566	111
1,87,19,754	21,27,219	20,32,586	5,47,041	4,50,458	11,22,548	98,923	24,48,329	IV
15,54,425	1,41,155	56,097	65,247	53,730	41,668	28,1 7 3	14,024	7
•••		1,346	4,781	5,185	***	•••	74,945	V
2,17,36,813	51,00,237	18,23,247	8,61,630	7,89,547	4,91,136	2,52,931	14,76,949	VI
1,21,97,078	16,10,926	4,73,132	1,33,809	2,25,941	2,29,259	62,512	9,34,229	VII
•••		•••	***		•••	•••		12
30,37,015	3,63,311	29,866	35, ⁸ 45	43,369	7,059	6,102	2,89,007	Х
1,15,30,771	24,98,845	***	***	***	***	•••	7,47,167	X
65,09,954	9,21,978	6,13,692	1,38,597	1,56,722	1,20,569	40 , 2So	13,60,408	Χl
4,91,090		***	***	•••		***	·	XII
9,72,21,072	1,56,62,469	59,02,583	24,25,168	22,94,078	23,24,807	6,56,462	1,35,77,125	XIV
		***	•••	٧	•••	4	25,27,572†	X
12,43,046	3,52,410	414	69,561	11,07, 260	•••		2,37,326	XV
•••		•••	***	•••				χVI
12,43,046	3,52,410	•••	69,561	1,07,260			27,64,898	XVI
9,84,64,118	1,60,14,879	59,02,583	24,94,729	[24,01,338	23,24,807	- 6,56,462	1,63,42,023	XI
-, , , , ,		55,76-6	,	\$!,5** 3 330	23,24,007	0,50,402	1,50,42,023	"
•••		•••		•••		•••		x

Appendix II. Capital outlay.

Capital outlay on each railway to the close of the year 1901 (Referred to in paragraphs

ADM	INISTRATION BY WHICH			SOUTH IN	DIAN RAIL	.WAY.				
	WORKED. NAME OF RAILWAY.	South I	NDIAN.	TANJOHE I BOARD (M/ MUTU	YAVARAM~	Káraik- kal- Peralam.	Pondi- cherky.	Tinnevelly- Quilon(Travan- core) eranch (Native state section).	Burna,	
	Classification Number.	23 (4	ı).	23 (b).	23 (c).	23 (d).	23 (e).	24 (a).
	Gauge.	3, 3	}".	3′3	ş".	3′ 39″-	3′ 3½″-	3′ 3₹″•	3′ 33″• 3′ 33″	
Items.	Length of railway and main heads of expenditure.	Open line.	Under Construc- tion.	Open linc.	Under construc. tion.	Open linc	Open line.	Under construc- tion.	Open line.	Under construc- tion.
•	Length of Line.									
(a)	Single track Miles	1,033'63	150,66	54.08	44.86	14.02	7'85	57*94	1,165'70	164.78
(b)	Double ,, ,,		•••	•••		•••	•••		12 00	•••
, ,										
(c)	TOTAL MILEAGE . ,,	1,033'63	150.00	54.08	44.86	14.62	7*85	57'94	1,177 70	164.78
	Outlay-									
1	Parchase of line Rs.	5,69,25,570	•••		•••			•••	7,69,12,324	***
2	Overdrawn Capital . ,,	•••	***		***				93,76,918	***
3	Expenditure incurred since purchase ,,	2,58,31,870	63,54,637	•••	***			•••	2,23,84,955	1,12,48,211
4	TOTAL outlay on railway to end of 1901—									
	Sum of 1 to 3	(•••	***	•••					•••
i	,, XIX and XX . ,,}	8,27,57,440	63,54,637	25,51,236	6,66,275	7,23,786	5,68,543	30,50,022	10,86,74,197	1,12,48,211
i						<u> </u>	 -	 		
1	Preliminary expenses ,,	10,11,868	1,68,144	16,171	18,120	4,250		1,18,178	21,65,663	3,63,627
11	Land ,,	5,57,672	7,30,872	1,75,521	1,07,634			691	15,59,531	2,88,160
111	Formation ,	52,01,190	4,19,966	2,43,082	38,130	55,290		19,29,016	1,63,07,278	25,41,507
ΙV	Bridgework ,,	1,44,26,178	7,56,167	8,45,608	64,294	72,497	ļ	4,69,116	1,72,27,880	16,16,633
v	Fencing ,,	16,22,698	58,496	29,914	2,813	29,223	<u></u>	12,551	28,99,366	22,013
vı	Electric telegraph ,,	1,05,147		2,634	б	186	lajia	•••	9,238	•••
VII	Ballast and permanent-way ,,	1,87,06,903	12,79,524	7,26,725	98,888	3,30,686	Details not available.	3,611	2,72,48,503	20,99,900
VIII	Stations and buildings . ,,	80,80,000	95,643	2,24,634	12,736	1,08,538	li si	10,483	100,80,80	2,48,56
IX	Colliery works ,,	•••	•••	•••	***		Deta		•••	•••
X	Plant ,	17,49,625	23,892	14,623	1,700	8,863		35,313	18,07,918	1,88,30
XI	Rolling-stock ,, General charges . ,,	1,26,44,006	•••	***	•••				1,46,90,332	6,12,33
XIII	Exchange ,,	79,97,301 2,42,360	6,49,658 	2,72,324	73,397 •••	1,14,837		4,32,501	93,78,679 12,50,610	10,37,160
XIV	Total of I to XIII . "	7,23,,4,954	41,82,362	25,51,236	4,17,724	7,24,370	5,68,543	30,11,460	10,49,52,998	97,18,21
xv	Ferrics							<u> </u>		
XVI	Suspense	75 65 500		•••		•••		"	7,06,446	1,30,000
XVII	Sundries ,,,	25,65,518 11,18,280	21,82,644 —10,369	•••	2,49,644 1,093	-584		50,906	30,14,753	14,00,000
	"				1,093	-504		-3,344		***
XVIII	TOTAL items XV to XVII ,,	36,83,798	21,72,275	 	2,48,551	-584		47,562	37,21,199	15,30,000
xix	GRAND TOTAL expenditure in construction of railway (XIV	- 1	V					1	1	
	TAVIII) ,,	7,60,28,752	63,54,637	25,51,236	6,66,275	7,23,786	5,68,543	30,59,022	10,86,74,197	1,12,48,211
XX	Amount paid in premia, &c. ,,	67,28,688	•••						•••	
			Ì	1			1			

Note.—The total outlay borne against the capital account of each

DIX II—concluded.

Appendix 11. Capital outlay.

distributed over main heads of expenditure.

14 and 22 of Report.)

4 and 22 of Re		7				T			1	
Mo	RV1.	Bårsi Light.	Tárakes- War- Magra.	Rånaghat- Krish- nagar.	Tezpur- Bálipara.	Darjeeling- Himalayan.	HOWRAH- AMTA.	Howrah- Shea- Khala,	JORHAT.	
25	(a).	26 (a).	27 (a).	28 (a).	29 (a).	30 (a).	31 (a).	32 (a).	33 (a).	Items
2′	6".	2′ 6″.	a' 6" .	2′ 6″.	2' 6".	2' 0".	2' o".	2′ 0″.	2' 0".	
Open line.	Under construction.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	
			:							
94-36	•••	21*59	31,15	20.25	20'10	••• 21 . 00	28 [.] 69	19.75	30'25 •	(a) (b)
94.32	111	21,20	31*12	20,52	20'10	51,00	28.69	19.75	30'25	(c)
	***		•••			***	910	•••		,
	•••			•••			***	•••		3

· · · · ·	•••				•••	***	***	•••	•••	4
25,16,051	2,43,401	12,99,589	9,72,175	7,51,157	4,87,240	34,78,411	11,96,697	6,09,446	9,01,138	
18,134	5,932	1,51,296	297	***	1,969	72,000	***	414	388	
1,671	1	22,151	90,979	123	10,656	33,623	59,423	10,457	6,131	1
6,99,377	1,82,629	26,623	69,904	•••	ነ	8,92,399	***	•••	81,470	11
•••	18,249	71,204	1,45,821	•••	51,576	J	•••		65,245	r
	120	13,065	5,556	•••	3.55/5]	***	***	2,999	١ ١
•••	***		56	•••	J	١٤	***	•••	•••	V
11,24,314	5,SSo	3,04,740	4,02,772	5,20,637	1,65,884	7,11,260	5,95,966	3,59,270	3,33,702	VI
63,316	***	1,41,170	33,392	47,238	25,513	5,45,502	76,277	32,489	89,452	VII
14,605	4,018	13,857	 18,426	 38,274		•••		•••	•••	12
4,19,704		4,54,053	1,87,355	1,44,585	30,709	75,270	74,S97	42,395	59,994	1
1,02,847	26,572	1,01,430		, ***	40,516	5,52,000 4,29,203	3,90,134	1,64,825	1,84,158 41,248	X
	•••			***	***	****	***	•••	***	XII
24,43,968	2,43,401	12,99,589	9,54,849	7,51,157	4,87,240	33,11,257	11,96,697	6,09,446	8,64,787	XIX
	•••	• • •		•••						XV
72,0S3	***		17,326	•••		 1,67,154	***	***	39,924	XV
			•••	•••	***	•	•••	•••	-3,673	XVI
72,083		4**	17,326			1,67,154	•••		36,251	XVIII
25.605.	0.40.401	100 783	0 42 14=	a	4.9==					
25,16,051	2,43,401	12,99,589	9,72,175	7,51,157	4,87,340	34,78,411	11,96,697	6,09,446	9,01,038	XIX
	•••		•••	***	•••	***	•••	•••	•••	ΧΣ



APPENDICES of STATISTICS.

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APPEN

General results Indian Railways (Referred to in paragraphs GENERAL RESULTS

Appendix 12. General results.		,	TOTAL WORKING	NERAL RESULTS
Calendar year.	Total mileage open on open on the samper.	10 4 2000		proportion per cent.

Heren				TOTAL WORKING E	XPENSES.
	Tot	al Capital outlay i	oss Earnings o thousands of rupees.		roportion per cent. to gross earnings.
Calendar year.	Total mileage open on 31st December.	aousands of the same of the sa	4	12,47,73	48 74 47:42
1	21,123	2,82,12,04	25,60,11 27,45,59	13,01,99	47 ⁴⁷
1897	22,04 ⁸ 23,5 ²⁸	3,09,21,92	39,41,25 31,59,65	15,12,91 15,75, ⁶⁴	46.81
1899 .	24,760	3,30,27,14 3,40,15,98	33,65,79	GROSS EAR	NINGS IN THOUSANDS GOODS Coal and
· Ico.	.\				Coal and eoke for the

	1		3,40,1319		0		Goods	- 1
0	٠ ١	25,373			-		Coal and	-
10	• •				-	Total Gene	coke for the	- 1
		l	COACHING TR	LAFFIC.	Total Coaching	Goods Mercha	indise. foreign railways.	
				Season Other	Trame	(sum of 25 to 29).		1
	Calendar	1	ard l	and Traffic.	(sum 01 17 to 22).	24	25	, 1
	year.		Intermediate Class.	tickets	23		1,47,51	1 1
		Class. Class.		21 22	_	15,88,89	3,14,54	1 1
		18	19 20	6.50 1,23	,96 8,86,09	1	14,88,25	
	16	17 10	49,56 6,32,80	0,59	9,68,06	17,88,62	1,80,49	, \
		29,27 43,91	1 4913	7,15	0,29 \	10.22.65	16,09,45	22
	1897	. '\\ 251.24 \ 45121	8 49,49 6,25,51	'\ \ \ \ \ .	13,19 9,22,58	' l	16,92,15	"
	1898	\ 31,24 \ 45,2	52,08 6,70,8	81 8,01	-0.26.4	14 20,40,90	2,35	,,09 \
	1890	31,52 46,			1,31,37	21,27,35		
	1899	. 1	56,03 7,51	1,07	1,34,71	,88	the average dist	anco
		31,83 \ 47	7,07	48,25 9,32	···· of p	roods carried,	THE	D AND
	1900	32,78	52,43	angers and	quantity of s	WER AGE T	DISTANCE CARRE	
	1901		Number of	passens	THOUSANDS,	THE AVERT	the average dist	··
	-			GERS CARRIED IN	1	TEDIATE CLASS.	1	Ī

1900	64.39 64.39 Grantity of 80000	
	Number of passengers and quantity of goods Number of passengers and quantity of goods Number of passengers and quantity of goods Number of passengers and quantity of goods Number of passengers and quantity of goods Number of passengers and quantity of goods Number of passengers and quantity of goods Number of passengers and quantity of goods Number of passengers and quantity of goods Number of passengers and quantity of goods Number of passengers and quantity of goods Number of passengers and quantity of goods Number of passengers and quantity of goods Number of passengers and quantity of goods Number of passengers and quantity of goods Number of passengers and quantity of goods Number of passengers and quantity of goods Number of passengers carried in thousands, the average passengers are passengers and quantity of goods Number of passengers carried in thousands, the average passengers are passengers and quantity of goods Number of passengers carried in thousands, the average passengers are passengers and quantity of goods Number of passengers carried in thousands, the average passengers are passengers and quantity of goods Number of passengers and quantity of goods Nu	
1901	Number of P	
	PASSENGERS CARRIED INTERMEDIATE CLASS. Average	
	Average Average Lines Lines	
	Average Aistance charged +	
	Total mile Average Average rate Average carried in pies	
	rear. Salat Average rate No.	
	No. carried in pies 10 11 2:27	
	132,215 38'48 227 37'58 229	
	5 6 61.64 3.15 37.56	1
	2 3 50.25 407 50.73 58.53 3.3	1
	85 75.59 122 48.22 493 60.56 3.7 50.054 39.10	1
-	21,123 70 7467 12.40 2,20 5.32 5.20 58.93 3.11 35.00 41.27 2.31	
	1899 . 24,760 521 74.03 12.75 2,495 70.27 the percentage of net earnings on care	
	1990 24,760 521 74-3 12:75 2,405 70-7 1990 25,373 532 92:82 12:75 2,405 70-7 1991 25,373 532 92:82 12:75 2,405 70-7 1991 1991 1991 1991 1991 1991 1991 19	
	† This column represents the stickets from † This column represents the stickets from † This column represents the stickets from † Including season and vendors to 1900. † Included in the several classes up to 1900. † Included in the several classes up to 1900. † Included in the several classes up to 1900. † Included in the several classes up to 1900. † Included in the several classes up to 1900. † Included in the several classes up to 1900. † Included in the several classes up to 1900. † Included in the several classes up to 1900. † Included in the several classes up to 1900. † Included in the several classes up to 1900. † Included in the several classes up to 1900. † Included in the several classes up to 1900. † Included in the several classes up to 1900. † Included in the several classes up to 1900. † Included in the several classes up to 1900. † Included in the several classes up to 1900.	
	** Included miscellaneous that include Steam	
	th Include & Other Expense	

DIX 12.

Appendix 12. General results.

of working treated as one System. 23, 27, 31, 39, 40, 47 and 50 of Report.)

OF WORKING	3.		•					
NET EA	RNINGS. '		ER MILE WOR			er Train-Mil uding steam-		Calendar year.
Amount in thousands of rupees.	Percentage on Capital outlay.†	Gross Earnings in rupees.	Working Expenses in rupees.	Net Earnings in rupees.	Gross Earnings in rupees.	Working Expenses in rupees.	Net Earnings in rupees.	
7	8	9	10	11	12	13	14	15
13,12,38	4.62	12,402	6,027	6,375	3.66	1.48	1.88	1897
14,43,60	4°93	12,721	6,018	6,703	3.82	1.81	2.01	1898
15,45,03	2,00	12,806	6,067	6,739	3.79	1.80	1,00	1899
16,46,74	4'99	13,025	6,217	6,808	3.73	1.48	1,02	1900
17,90,15	5.56	13,253	6,150	7,063	3.80	1'77	2.03	1901

OF RUP	EES.				WORKI	NG EXPE	nses in 7	THOUSAN	DS OF R	JPEES.	
TRAFFIC.				Steam•			C. i.e.			Other	Calendar year.
Military Stores.	Revenue stores, in- cluding coal and material for construc- tion.	Miscella- neous,	Electric tele- graph.	boat and sun- dries.	Engineer- ing.	Locomo- tive.	Carriage and wagon.	Traffic.	General.	Expenses.	
27	28	29	30	31	32	33	34	35	36	37	38
23,68	75,53	27,63	8,12	77,01	3,24,18	4,05,28	1,14,93	2,10,79	1,33,23	59,32	1897
21,19	81,38	23,09	7,49	80,52	3,14,03	4,30,03	1,33,66	2,20,88	1,36,65	66,74	1898
13,13	94,11	26,47	8,70	86,32	3,42,84	4,71,87	1,34,19	2,31,96	1,42,58	72,78	1899
13,78	92,27	30,87	7.93	84,38	3,62,14	5,27,20	1,38,81	2,51,04	1,47,65	86,07	1900
15,02	96,41	64,34	7,49	89,07	3,56,33	5,59,71	1,52,27	2,65,44	1,58,07	83,82	1901

carried and the average rate charged, and the train-mileage run by railways in India.

HE A	VERA	GE RA	TE CHARGE	D.	Train-	MILES RUN (I	THOUS!	ANDS).	Goops	TRAFFIC.		
	N AND		TOTAL NO. O									
No.	Aver- nge dist- ance car- ried.	Average rate charge ed in pies.	No.	Average distance carried.	Coaching.	Goods.	Mixed.	Total train- mileage. (††).	Tonnage carried (in thousands).	Average distance carried.	Average rate charged in pies.	Calendar year.
15	16	17	18	19	20	21	22	23	24	25	26	27
10,777	**	**	150,584	39'22	16,301	24,215	26,676	69,494	33,926	141'29	6.36	1897
12,117	##	••	151,566	38.23	16,620	28,037	25,449	71,520	36,354	157'11	6.01	1898
13,288	**	**	161,720	38.48	17.039	30,612	26,879	77,207	40,592	151'92	5.99	1899
13,845	**	**	176,308	40.09	18,114	34,252	28,827	84,193	43,739	151.06	5.90	1900
14.726	8.63	141	194,749	40'42	, 19,701	34,274	31,561	88,265	44,142	159'99	5'78 ,	1901

under construction, vide paragraph 14 of Report.
not represent the gain or loss to the State, for which information Appendix 7 should be consulted.

Appendix 13. Earnings by systems.

Gross earnings in thousands of rupees

(Referred to in paragraphs N.B.—A reference to Appendix 2 will furnish the key to

													N.B	-A reic	rence	o Appen	OIL D WI			
Gauge.											5'	6" .								
Class: No.	1		2		3	4		5	6		7			8			9			10
		E. 1	B. exe	rem.				1			rn West ststem.	CRN	G. I.	P. 878	rem.	B., B. &	C. I. S	кэта	Niz. Sta sysi	TE
Calendar year.	E. I.	5' 6" gau- ge.	Other gau-	Total.	B. C.	B N. (a) & (b)*	E. C.	P. T.	O. & R.	Com- mereial section.	Mili- tary section.	Total.	G. I. P. (a) to (c)	I M. (d) to (h)	Total.	B. B. & C. I. (a) to (c) & (l.) & (l)	R. M. (f) to (j).	Total	Niz.'s (a) & (b)	H. G. V. (c)
				1	<u> </u>		<u> </u>		1	ASSENG	ER TRA	PFIC.	!		<u>'</u> _	<u> </u>				
1007	1,59 01	94.99	19,37	44,19	6,19	12,29	18,56	[]	32,35	37,99	10,73	98,72	62,48	19,41	81,59	38,33	55,99	91,32	7,71	
	1,68.09	ĺ	20,18	45,62	6,11	12,01	13,18	,,,	36,90	97,18	11,01	1,08,19	51,61	20,18	71,82	31,41	57,59	E9,00	7,22	***
	1.72.54	1	20,97	47,87	6,29	19,47	19,92		38,48	99,59	11,40	1,10.85	63,60	21,13	81,73	43,22	61,07	1,01,29	7,56	9
1900 •	1.81.94	27,02	25,19	52,21	6,59	30,46	21,06		42,84	1,06,21	11,87	1,18.11	67,61	21,55	89,16	49,28		1,07,02		3,20
l ⁹⁰¹ •	1,96,91	28,16	25,42	53,58	7,12	53,98	***		51,49	1,16,60	13,41	1,30.01	81,42	25,04	1,06.46	51,18	68,55	1,19,73	8,06	7,22
				_		_			I	ARCELS	AND L	JGGAGE	•							
1897 .	15,91	2,55	1,81	4,36	46	1,20	46		2,44	13,91	1,95	15,89	11,96	2,56	14,52	6,15	6,69	12,84	86	
1893 .	14,50	l .	1,71	4,05	61	1,11	50	٠	2,47	10,52	1,34	11,86	12,86	2,51	15,37	6,23	6,26	12,49	92	
1899 .	15,34	2,88	1,91	4,82	58	1,42	85		2,61	8,76	1,20	9,98	14,14	3,34	17,48	5,93	5,62	11,55	91	1
1900 .	18,41	3,31	2,30	5,61	49	2,89	1,45	•••	3,20	9,82	1,42	11,21	15,51	3,30	18,81	6,43	5,96	12,89	!	21
1901 .	18,10	3,30	2,30	5,60	52	3,55	***		3,58	11,21	1,45	12,66	14,89	3,03	17,92	6,65	6,06	12,71	101	49
										Good	S TRAFI	ric.								
1897	4.13.21	57,21	31,85	89,06	3,86	42,33	11,35	3,52	42.66	1,81,23	19,23	2,00,56	2,02,91	39,11	2,12 03	97,51	1,30,24	2,27.78	28,21	
1898 .	4,16,02	51,25	33,31	87,56	2,51	49,05	11,76	3,65	49,49	2,46,46	17,39	2,63,85	2,74,62	41,91	3,16,56	1,18,50	1,58,57	2,77,07	31,45	
1899 .	1.47.26	55,11	37,63	92,74	3,38	63,64	20,54	3,83	57,89	2,23,35	16,65	240,00	2,72,16	51,76	3.23.92	1,29,17	1,93,45	3,21,62	31,22	53
	4,79,03	1	i .	1,03,27	1	'		()		1,78,38	17,59	1,9597	2,52,59	1	ł	1,32,11	1	1	· ·	6,76
1901 .	4 91,23	57,07	41,17	99,24	4,52	65,79	神神於	3,68	66,27	2,73,05	21,59	2,94,64	3,13,29	68,59	3,81,87	1,08,31	2,02,91	311,2	32,87	10,87
									ELI	CTRIC 1	TELEGR?	PH.								
1897 .	1,00	24	17	41	2	20	13		29	99	18	1,17	81	22	1,06	54	81	1,3:	21	
1898 .	1,66	19	14	33	2	17	11		27	84	13	98	50	23	92	48	77	1,23	18	
1899 .	1,16	19	16	35	i	24	16		30	87	15	1,02	79	34	1,13		97	1,59	20	
1900 .	96	19	16	35	}	26	16	•••	29	18	15	99	72	27	99	ĺ	82	1.37	1	6
1901 .	88	18	15	33	2	28	#43	•••	33	97	16	1,13	C8	21	89	45	61	1,09	17	8
									To	AL GRO	SS EAR	nings. ÷	**							
.897	6.07.14	89,35	58,91	1,1826	11,38	62,00	28,57	3,91	85,16	3,01,50	34,96	3,39,46	2,89,33	64,18	3,5280	1,46,57	1,99,99	3.46.56	37,77	
. 898	6.17.18	86,81	61,10	1,47.91	10,25					3,63,25	31,47	ŀ	3,53,23			1,62,67	l '	1	1	.,.
	6,55.07									3,41,93	30,68	3.75,61	3,62,54	79,88	1,12,12	1,82,07	2,67,26	1.49.33	44,23	63
								5,33	1,16,76	3,03,46	32,41	3,40 87	3,46,32	1,13,17	4.59, 1 9	1,88,92	2,99,16	1.88.03	52,69	10,63
901 .	7,30,43	91,41	76,49	1.70,92	14,05	1,30,78	表产於	5,41	1,24,69	4,14,73	38,17	4,52,90	4,18,15	1,00.02	5,13,17	1,70,58	2,81,60	4,55,27	43,55	20,10
										Ner	EARNIN	īgs.								
	1,21.74		1	81,02	4,90	29,79	8,69	1,49	36,97	1,52,33	2,18	1,54,56	1,01,77	28,29	1,30 06	65,96	1,01,06	1.70,02	19,95	
	ŧ.18.02	- 1	í	83,46	3,68	33,64	6,51	1,49	53,03	1,96,93	-40	1,96.53	1,50,03	30,26	1.80,29	89,09	1,29,55	Ť	1	
	1 37,30	- 1		84,01	4,42	47,21		1 1		1,78,90	-7,19	1.71.71	1,67,15	31,47	2.01,62	96,31	1,52,78	2,49,09	26,87	36
	1 60,79	1	- 1	91,63		77,13	26,55	, ,		1,46,61	-2,47		1,61,14	1	2,20,67	89,33	1,64,35	2,52,68	80,81	4,21
901 .	1,72.87	46,37	39,47	85,84	6,43	61,49	*** *	2,22	73,26	2,23,33	-444	2,22,91	2,17,30	51,01	2,68,34	91,67	1,53,12	2,47,79	28,05	9,23

[†] Open only for goods traffic.

† Excludes Parlakinedi Light railway, as the line

*Excludes Parlakinedi Light railway, as the line

***Total gross earnings' include earnings from steam

***Transferred partly to the Bengal-Nagpur railway and partly

Note.—For not earnings of individual

Note.—For carnings per mile worked and per

DIX 13.

Appendix 13. Earnings by systems.

of each Railway Administration.

23, 24, 25, 27, 31, and 47 of Report.) the code letters used to express railway systems.

tho co	10 16	tters	usoa co	expres	.5 141																				
5′	6"		, .				:	3′ 3	3"								- 1	2′ 6″				2,0)"		Gango
11		12	13	14	15	16	17		18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	Class:
MAD							R.																		
Mad- ras. (a) to		B. D.	D. S.	А.В.	Deo 'gh ur.	B. & N. W.	R. and K. (a) & (b)	P. L. (c)	J. B.	ช. c.	B. G. J. P.	s. M.	W. I. P.	s. 1,	Bur- ma.	M.R. W.	B L.	В. Р.	R K. L.	т. В.	D, H.	H. A.	H. S.	Jor- hat	Calen- dar year.
											PA	SSENG	ER T	LAFTI	3.									··	
40,02		39	1,15	5,07	26	21,84	4,62		4,57	82	9,75	27,12	41	49,27	41,81	2,26	18				2,25			10	1897
34,91		42	1,11	6,83	27	23,04	5,23		4,58	85	8,57	18,12	36	43,36	41,73	1	17	67		32	1 1	1,83	Į.	12	1898
30,14		46	1,16	8,58	29 31	25,85 29,45	5,44		5,17 4,56	90 82	1	16,55 25,16	45 49	47,73	41,01	2,19 2,16	19 23	58 67	45 67	37		2,38	(12	1899
35 ,2 7 53,82	8 <u>1</u> 9 <u>1</u>	58 83	1,28	9,07	42	37,95	6,93	37	8,41	95	9,81	i '	50	51,70	51,03	2,27	26	69	65	27	2,20 2,53	2,39 2,38	1	12	1900 1901
	·	<u>' </u>	<u> </u>	<u>, </u>	!			<u>!</u>	<u>!</u>]	Parci	LS A	io Lu	GGAG	E.	1	<u> </u>	<u></u>		!	<u>!</u> .		!	<u> </u>	
4,93		6	10	19		86	41		- 37	4	43	2,25		1,61¶	1,14	14	2				55	(1	1	1007
4,73		7	10	31		87	44		38	4	48	2,19	•••	1,71	1,33	16	2				72			""	1897 1898
4,54	8	7	12	40		99	26		84	5	50	2,19	•••	1,71	1,32	15	2				59				1899
5,04.	}	8	12	42		1,18	49		41	5	50	2,62		1,88‡	1,55	15	2				61	•••			1900
5,96	28	11	11	43	1	1,42	54	1	64	5	42	2,67	6	2,03	1,82	14	2	2	2	•••	74	1	•••		1901
						···						Good	S TRA	Fric.											
35,66		2,27	6,40	4,24	4	23,29	5,66		6,86	34	9,71	61,73	81	40,01	41,76	1,30	88				4,43			85	1897
36,52		1,06	6,67	5,36	5	32,49	7,28		8,01	ì	10,01	48,85	1,11	39,00	44,53	1	1,09	Ì		49	4,32	5	4	83	1898
39,05 39,27	85 61	2,03 2,49	7,42	6,47 6,72	4	41,44	8,99		14,62 12,64	1	11,09	54,24 55,89	3,43	41,99 39,73	43,00 57,07	1,67 1,74	1.32	l	1 2	52 50	4,27 5,01	11 15	5	83	1899
97,21		3,41	8,13	8,80	5	47,17	9,08	29	12,53	1,17		48,58	1,93	47,74	62,73	1,01	1,38		1	45	4,85	21	6	67	1901
							£		<u>, </u>	E	LECTR	C TE	LEGRA	PH.	 -			<u>. </u>		<u> </u>	<u></u>	<u> </u>	•	.1	
20			11	13		33	7		29	1	18	38		T22	27	6					4				1897
17			11	12	,	29	7		30	1	16	37		22	29	5				1	3				1898
17			10	14		33	10		43	1	21	38	•••	22	28	7				2	4			1	1899
15 21		1	11	13 15		31 31	· 8		41 83	2	18	29 24	 G	25 25	26 27	7 4		••• •••		2 2	3	•••			1900 1901
21	• [1	11	10	•••						<u> </u>			RNING								•••]		1001
							1	1 1) !					1			1	ī	1	1	ī	ī	1	1
17,38 00.00		2,86	8,20	9,91	- }		12,51 14,96		. 1	! !	21,11 20,01		1,80 2,21	91,84 87,65	86,76 89,91	ļ	ţ	ł		86	7,44 7,55	1 90	76	96	1897 1898
.09.69 .07,73		2,69 2,73	8,37 9,22	13,08 16,20	33		17,38	1		1 1	22,43		5,72	87,90			ł	ì	46	95	7,15	1	1	96	1899
13,39		1		17,10		80,47	i		18,22	1 1		86,89	3,31	9 1,9 5	1,10,30	4,2 3	1.24	77	69	96		2,56	1	87	1900
62,73	2,41	4,87	9,99	21,34	48	97,21	17,57	67	22,38	2,22	18,96	81,12	3,63	1,05,26	1,18,85	3,59	1,69	83	69	81	7,88	2,61	79	83	1901
]	Vet 1	earni	ngs.											
0,97		1,45	2,55	72	- 1	33,70	5,08		8,11	43	9,32	40,42	-1,60	44,21	38,82	2,11	22				3,40			14	1897
5,51	1	1,15	2,87	51	- 1	36,67	7,24	•••	8,09	62	· 1	ં 1	- 1	39,33		1,64	24	21		20	3,48		21	20	
0,97	- 1	1,18	4,71	3,23	- 1	41,51	8,69 8,76	- 1	· .		10,79	- 1		40,95 45,20	35,79 48,95	1,70 1,59	65 42	12 21	8 19	26 26	2,57 3,62			-6 -15	1899 1900
9,09		1,9± 2,45	4,81 4,85	3,64	- 1	53,87	9,68	20	9,94	91	- 1	•			49,89	1,26	79	25	15	17	3,14			-4 -4	1901
				d April			!	1	!	}	!							-							

was opened from the 22nd April 1901 only.
information is not available. || Total coaching traffic. F Excluding Káraikkal-Peralam and Pondicherry railways,
boat and other items not shown in details above.
to the Madras railway from the 1st January 1901.
railways, see Appendix 7.
train-mile, see Appendices 22 and 23.

Appendix 14. Number of Passengers.

Number of passengers carried by each railway, and average (Referred to in paragraphs

				<u></u>					5' 6'	' GAUG	E.					rea to in [
	AUGE	:. 							3 0	3					4		
CLA	ss:l	No.		<u> </u>									I	engal-N	lágrur sy	STEM.	
Ra	ilway	y.	E	ast India	N.	EASTER	Bengal	, State.	Всис	BAL CENT	RAL	Ben	DAL-Nigi (a)	PUR. RAIPUR-DHAMTAR (b)			ARI.
	alenda year.	ar	Number in hun- dreds.	Average distance travelled by cach in miles.	Average rate charged in pies.	Number in hun• dreds.	Average distance travelled by each in miles.	rate	Number	Average distance travelled by each in miles.	Average rate charged in pies.	, in	Average distance travelled hy each in miles.	Average rate charged in pics.	Number in hund- reds.	Average distance travelled by each in miles.	Average rate charged in pies.
			1	1		11		IST C	LASS P	ASSEN	GERS.						
1897 1898 1899 1900	:		61,6 64,2 66,6 64,5 64,5	124°42 120°23 121°44	15'10	45,0	55'41 51'76 '50'61 51'53 52'06	12.89	2,8 2,3	43'92 37'82 39 12 43'22 44'27	9.65 9.72 12.60 14.00	6,6 8,6	103.05 112.13 187.42	13.66	••• •••	 34'45	 17'00
			<u> </u>					2ND (CLASS I	PASSEN	GERS.						
1897 1898 1899 1900	:	:	174, ¹ 185, 186, ¹ 185, ¹	118'96 111'14 122'14	6°43 6°76 6°54	137,2 132,0 126,5	49°78 46°34 47°92 47 33 52°13	6.52	36,0 23,9 23,3	22,01 20,03 20,03	4 85 6'05 7'3	16, 21, 25,	79'5'	5'85 5'78 8'18	•••	34.00	7'16
			•	<u> </u>	<u>'</u>	•	Inte	RMEDIA	ATE CL	ASS PA	SSENG	ERS.					
1897 1898 1899 1900	:	:	1,154, 1,304, 1,314, 1,431, 1,539,	52.30 52.30 52.30	3°33	919,5 946,7 982,8	33'41 31'42 29'07 28'22 31'59	3,0¢ 3,01	48,5 48,5 53,4	34.10 34.10	3'48	18,5 27,4 36,5	43,50 52.87 64.62	2.83	3	33,18	3.00
	٧		!	`	<u> </u>		3RD C	R LOV	VEST C	LASS P	ASSEN	GERS.	·	·			
1897 1898 1899 1000 1901	: :	:	15,731, 16,667, 17,367, 18,737, 20,627,	56°48 56'75 59'80	2'51 2'51 2'51	9,103,3 9,114,0 9,929,0 10,947,8 11,891,0	29'70 30'70 29'95 30'15 31'22	3,20 3,20	1,482,6 1,514.8 1,539.9	21.00 22.43 22.41	2°9.	2,136, 2,815, 3,585,	48'1 60'7	1,0;		,30,00	5.00
			·				Sea	A NOS	ND VE	NDORS	' TICK	ETS.		~		·• · · · · · · · · · · · · · · · · · ·	· <u>′</u>
1897 1898 1899 1900	:	:	1,307,	7 ···	1.82	735,5 788,9 847,4 863,8 1,219,9	9.10	9°78	147,0 141,5 164,2	•••	3'0	61, (8, 66, 37, 50,	7	1.8			
								Тота	L OF	ALL CL	ASSES.						
1898 1898 1899 1900	•	:	18,228, 19,394, 20,156, 21,727, 23,875,	60°79 60'01	2'7; 2'7; 2'7;	10,839,5 11,004,2 11,902,7 12,965,9 113,271,6	28.85 28.85	2.70 2.70 2.70	1,713,0 1,731,5 1,783,1	22.2	3.0	3 2,246, 3 2,936, 1 3,693,	5 48.4 9 60.8 8 72.0	2 3.7 2 5.0 5.1	9	30.00	 2.04
					Av	'ERAGE		OF C	ARRYIN	G EAC	H PASS	ENGER	IN PI	ES.			
1897 1898 1899 1900	:	•		0°7 0°7 0°7 0°7	3 5 6		1°1 1°1 1°2 1°2	3 5 4		1'4 1'4 1'6	9 3 3		1 °2 1 °7 1 °7	6 9 4		, , ,	
		· .			Aver	AGE PE		FROM	CARRIA	GE OF	ЕЛСН	PASSI	ENGER	IN PIE	s.		
1897 1898 1899 1500	:	;		2°0 1°9 1°8	o 8 6		1°5 1°5 1°4 1°4	6 3 13		1°5 1°6 1°8	4 0 8		1,7 0,4 0,4 0,4	56 90 16	,	•··· •··· •··· •···	

N.B.—1. Except in the case of Eastern Bengal State railway, the average distance and average rate for season
2. Excludes Calcutta Port Commissioners' railway which is open for goods traffic only.

† Transferred partly to the Bengal-Nagpur railway and partly to the Madras railway from the 1st January 1901.

distance travelled by, and average rate charged to, each passenger.

				·		5' 6" GAU	GE-cont	inued.						1	GAUGE
				6			7			8					CLASS: No.
East (Coast St	ATK.	OUDH AN	D ROHIL STATE.	KHAND	North V	Vestern) to (f).	State.	GREAT IN			insula sys Indian	MIDLANI	P. c	Railway
ındreds.	travelled	rate	hundreds.	Average distance travelled by each in miles.	rate charged	hundreds. I	Average distance travelled by each in miles.	rate	Number in hundreds.	Average distance travelled by each in miles	rate charged	Number in hundreds.	Average distance ravelled by each n miles.	rate	Calenda year.
					,	IST (CLASS	PASSEN	GERS.					·	
4,6 4,8 6,8 7,2	91.24	17.78 17.11 15.9 15.2:	21,3 27,5 22,0 29,1 28,9	90'13 90'75 93'20 87'14 89'69	11°15 11°26 11°37 11°52 11°45	54,8 154,3 52,6 48,2 53,6	132°47 51°29 116°12 135°33 132°66	10°51 10°42 10°89 10°37	62,3 69,6 72,8 67,9 69,7	87'30 87'18 831°2	10°71 10°72 10°95 10°94	11,1 11,9 11,2	174'08 197'83 186'02 175'95	10°40 10°41 10°80 10°86	1898 1899
						2ND C	CLASS P	ASSEN	GERS.					· · · · · · · · ·	
15,2 13,7 22,7 23,8 †	29°21	8°57 8 84 2°56 6°79	68,4 72,3 63,8 91,4 105,2	98*96 93*12 86*46 86*18 84*58	4°58 4°13 5°36 5°31 5°24	187,4 196,2 173,6 170,5 188,8	157 62 106'38 106'43	3°75 4°61 4°84	349, 366, 325,	45'74	3°72 4°14 4°14	45,8 43,1 37,3	169'89 156'46 150'62	4.28	1898 1899 1900
					In	TERMED	iate c	LASS P.	ASSENGE	RS,					
2,5 8,0 10,0 15,5	85'60	4'50 4'4! 4'3! 4'47	244,9 395,3 347,0 392,0 507,7	45 [5]	3.69 3.36 3.34 3.37 3.05	910,0	67°72 6483 65°32	3,01	321, 364, 465,	110'71 4 114'62 3 106'37	3'00 3'00 3'00	353,2 319,1 292,4	77°03 82°03 83°37	3'00	1898 1893 1900
		1		<u>'</u>	31	RD OR LO	OWEST	CLASS	PASSEN	GERS.	<u>'</u>		<u>.</u>))
2,853,9 2,653,1 3,652,5 4,340 9	31.27 38.66	2°02 2°33 2°48 2°47	4,735,7 5,485,9 5,954,9 6,482,4 8,122,6	44°83 43°57 42°47 42°46 41°95	2 50 2 50 2 50 2 51 2 47	16,286,3	50°52 50°06	2°26 2°26	9,105, 10,520, 11,715,	28'00 29'32 28'93	1.01 1.01	1,411,9 1,659,5 1,884,8	61°28	2 5 2 2 2 5	1898 1890 1900
		·············				SEASO	N AND	VENDO	RS' TICI	ETS.		· <u>·</u>		<u> </u>	•
70,9 58,6 73,8 72,0 †		::: ::: ::: †	 		•••	••• ••• •••		*** *** *** ***	3,804, 4,405, 4,820, 5,117, 5,278,6	3	 	3 6 10			1897 1898 1899 1900 1901
						Тота	L OF A	LL CL	SSES.		· · · · · ·				
2,947,1 2,738,2 3,765,8 4,459,4	39°02	2°10 2°43 2°60 2°60 †	5,976,0 6,392,7	43 23 43 37	2.68 2.63 2.64 2.64	14,619,2 16,352,3 17,257,0 18,189,7 20,293.6	51.29 51.29	3'4; 2 4:	14,251, 16,144, 17,690,9	31 42 32 36 31 72	2'34 2'34 2'31	1,822,3 2,034,2 2,226,7	74°05 69°42 66°51	2.88 2.88	1898 1899 1900
				Aver	AGE C	ST OF C	CARRYII	NG EAC	H PASSE	NGER I	N PIES				,
	1'19 1'53 1'25 1'02			1°40 1°20 1°12 1°31			1'19 1'13 1'19 1'18**		L	2'17 2'34 1'91 1'65		*48	1.21 1.42 1.66 1.61	— <u>,—</u> ,—	1897 1893 1899 1900
			A.		E PROF	IT FROM		AGE OF	EACH I	ASSEN		··			1
`	0°91 0°90 1°35 1°58			1°28 1°48 1°55 °40			1°25 1°29 1°11			0°10 0°00 0°43 0 66			1°32 1°42 1°22 1°24		1897 1893 1899 1900

and vendors' tickets for the years 1897 to 1900 are included under the several classes, as the information is not available separately.

§ Third class by mail trains. || Third class by other than mail trains.

¶ Includes Gwalior Light (2 '6" gauge) in the case of number only, which is shown under 3rd or lowest class and total, as details by classes are not furnished.

Excludes the Nowshera-Durgai railway.

P. T. O.

Appendix 14 Number of Passengers.

Number of passengers carried by each railway, and average (Referred to in paragraphs

														(Referr	ed to in pa	aragraphs
GAU	JGE.								5' 6" G	AUGE-	concluded.			• .		
	ASS:				9						10			,		11
		Вомв	AY, BARC	DA AND	Central	INDIA SY	STEM.		Nizam'	s GUARA	NTEED STA		. 12:11-			MADRAS
RAIL	WAY.	1 C	ay, Baroc entral Ind (e), (k) a	ıa.	Rajp	utana-Ma (f) to (j (3' 33".)	ilwa).		Guarante and (b)		Hyderat	oad-Godavar (c) (3' 3}".)	1 vancy.		Madras.	
Cale: yes		Number in hund- reds.	Average distance travelled by each in miles.	rate	Number in hun- dreds.	Average distance travelled by each in miles.	rate	in hun- dreds.	Average distance travelled by each in miles.	rate	Number in huodreds.	Average distance travelled by each in miles.	Average rate charged io pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.
		<u></u>					157	CLASS	PASSE	NGERS.						
1897 1898 1899 1900 1901		60,4 71.5 78,1 76,9 71,4	21.60 19.67 20.39 20.56 35.65	9°74 9°67 9°71 9°66 10°97	19,4 20,9 20,5 20,8 19,6	93°19 88°86 92 36 84°47 97°15	13°20 13°34 13°52 13°34 13°35	6,5 7,4 7,0 6,5 6,1	94.21 81.81 89.70 82.31 88.03	14°36 15°10 15°13 14°49		 68:47 99:36	 11.20	24,3 24,8 24,1 22,4 28,8	137°48 133°62 136°36 141°60 129°43	9'74 11'23 10'83 11'32 13'01
		<u>'</u>	·				2ND	CLASS	PASSEN	GERS.						
1897 1898 1899 1900		459.3 517,9 606,1 595.5 550,1	15.63 13.06 14.80 14.62 28.51	4°63 4'57 4'65 4'20 5'58	89,8 91,4 82,7 75,3 87,9	82'38 79'11 84'13 81'68 91'14	5.6c 5.89 6.33 5.91	39,4 35,3 36,3 34,2 37,9	85°88 86°53 87°65 77°86 84°93	4°37 4°59 4°69 4°96 4°44	 77 12,6 22,6	64°73 68°98	 5°06 4°76	90,6 89,5 102,4 95,4 111,2	93°59 90°19 88°61 88°89 94°53	4°46 4°85 4°73 4°71 6°27
-						11/	TERME	DIATE	CLASS F	ASSEN(GERS.					
1897 1898 1899 1900	:	364,8 305,3 383,3 404,4 420,6	109°36 106'61 110'61 107'50	2'32 2'99 2'99 2'99	218,5 227,2 259,5 275,3 308,4	70'94 68'75 68'78 68'17 66'53	2.98 2.98 2.99 2.99	246.2	39°22 35°18 35°12 35°65 35°45	2*50 2*50 2*50 2*50 2*50	•••	•••	*** *** ***	 19,2	 	*** *** 4'50
		<u> </u>	!			3R	D OR L	OWEST	CLASS	PASSEN	GERS.					
1897 1898 1899 1900		9,089,5 8,379,9 10,634,0 11,487,6 11,713,8	17.62 14.49 16.68 18.22 22.99	2,35 5,30	10,214,4 10,502,4 10,829,6 10,736,7 12,451,8	47°16 47°22 48°44 46°95 47°49	2.00 3.00 3.00 3.00	\$ 968,5 911,2 913,8 1,011,4 1,081,0	50°12 50°23 51°99 50°70 48°20	2'00 2'00 2'00 2'00	17,9 573,4 1,145,0	 48'22 54'01	 2'00 2'00	10,786.7 8,935,2 7,660,1 8,454,3 11,507,3	30'07 23'48 28'24 30'97 34'98	3,32 3,11 3,10 3,00 5,00
						**************************************	SEASO	DNA NO	VENDO	RS' TIC	KETS.	`				
1897 1898 1899 1900		4,051,7 4,631,6 5,204,5 5 ² ,85,2 5,387,9	7'99	1.44	3,6 3,5 5,3 4,8 6,0	32'37	1,88	1,2 5,7 18,0 14,0 12,0	31.32	6.40		 • 44'71	 6·56	509,9 494,1 505,1 519,4 610,9	 14.82	 o*55
				·····				TOTAL	OF ALL	CLASS	ES.				,	
1897 1898 1899 1900		14,025,7 13,906,2 16,906,0 17,849,6 18,143,8	19°88 16°44 18°68 19°97 20°79	2.04 2.60	10,545,7 10,845,4 11,197,6 11,112,9 12,673,7	48°03 48°02 49°31 47°78 48°31	2°12 2°12 2°12 2°12 2°13	1,212,1	49°09 48°37 49°90 48°91 47°47	2'33 2'37 2'38 2'34 2 32	18,7 588,3	43'35 48'82 54'74	2°13 2°13 2°13	9,091,5	32'49 29'54 32'10	3,45 3,35 3,30 3,32 3,52
				6 (AV	ERAGE		OF CAR	RYING I	EACH P	ASSENGE	RS IN PIE	s.		•	•
1897 1898 1899 1900 1901				1.83 1.40 1.39 1.39			0°98 0 81 0'78 0'87 0'79			o·88 o·85 o·87 o·87	,		 1°44 1°32 1°27	I		0'96 1'07 1'19 1'11 0'95
		-		• (AVERA	GE FRO		RM CAR	RIAGE (OF EAC	H PASSEN	GER IN E	PIES.	· 		
1897 1898 1899 1900				0'76 1'19 1'21 1'17 1'30			† 1°15 1°31 1°35 1°25 1°33			1°45 1°52 1°56 1°47 1°54		•	0.84 0.88 0.88			1°29 1°23 1°17 1°21 1°47

Includes Godhra-Rutlam-Nagda (5'6" gauge) railway, but excludes Gaekwar's Dabhol and Rajpipla (2'6" gauge) railways.
† Excludes-Godhra-Rutlam-Nagda (5'6" gauge) railway. † Third class by mail trains. | § 1 bird class by other than mail trains.

N.B.—The average distance and average rate for the season tickets for the years 1897

distance travelled by, and average rate charged to: each passenger.

24 an	d 27 of F	Report).				···									
			-	•			3′ 3	}″ GAU	e.						GAUGE.
				13			13			14			15		CLASS: No.
SYSTEX	t, Nılgiri, (d) (3' 3 ³ /	/.)	Ben	GAL DOOAR	s ,	Dre	RU-SADI	7A.	Assa	M-Bengi	iL.	а	COGHUR.		Railway
in hund•	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds,	Average distance travelled by each in miles.	Average rate charged in pies,	Number in hundreds.	travelled	Average rate charged in pies,	Number	Average distance travelled by each in miles.	Average rate charged in pies,	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Calendar year.
		<u>'</u> '				ıST C	LASS PA	SSENGE	ERS.			<u></u>	1		
 1,5 3,2 3,3	21'07	 76'00 76'00 76'00	6 6 5 6	23'72 23'80 23'69	31°17 25°35 26°27 27°36 20°67	4,1 4,3	19'48	22°14 21°92	3,3 3,8 3,9	65'77 61'92 63'76	15°27 15°07 15°23	1,0	4'79 4'79 4'79	20°04 20°04	1899
		·		·		2ND (LASS P	ASSENG	ERS.	<u></u>	·	<u></u>	·	<u>'</u>	<u> </u>
 2,9 5,7 5,9	16.13 10.13 10.29	38.00 38.00 38.00	1,5 1,5 1,6 1,5 1,5	17*11 23*59 21*19 19*67 16*43	18'36 14'02 14'88 16'20 16'82	2,9 2,9 2,9	23,17	11°04 11°31 11°38 11°38	6,6 8,7 9,2	54°94 54°89 53°22	7'73 7'62			•••	1897 1893 1899 (1900
	اسب				IN	TERMEDI	ATE CL	ASS PAS	SENGERS	S.					
	*** *** ***	, 	1,2 1,2 1,6 1,5 2,5	24'59 24'70 23'47 21'90 17'87	4°90 4°82 4°61 4°95 5°00	••• ••• ••• •••	*** *** *** ***	*** *** ***	 1,2 5,1			41) 111 111		***	1897 1898 1899 1900
	<u>'</u>				3	RD OR LO	OWEST	CLASS I	PASSENGE	ERS.		<u></u>			<u></u>
73,3 65,8	10°97 11'84 16'72	7°42 7°50 7°00	1 29,8 145,6 161,4 217,9 311,2	16.28 16.04 16.32 12.32 12.36	3'00 3'00 3'00 3'00	279,0 236,7 272 3	20*44 22*55 20 30	4'00 4'02 4'00 4'00 4'00	1,208,2 1,410,1 1,532,5	37'21 35'20	3'00 3'00	188,9 (222,0 231,0	4°79 4'79 4'79	5'53 5'11 4'27	1898 1899 1900
	<u> </u>	<u> </u>			Si	EASON AI	ND VEN	DORS' I	ickets.			<u>'</u>		'	· · · · · · · · · · · · · · · · · · ·
 .5 1,2	 	1,30	•••	•••	*** *** *** ***	*** *** *** ***	 	***	***	*** *** *** ***	••• ••• •••	*** *** *** ***			1897 1898 1899 1900
		,				TOTA	L OF AL	L CLAS	SES.	<u>. </u>			·		· .
50,0 83,4 76,2	 11.25 12.42 17.30	13°37 , 15°10 13°71	133,1 148,9 165,1 221,5 316,3	16.89 16.22 16.16 15.45 15.98	3°34 3°31 3°30 3°24 3°16	238,0 236,0 243,9 279,0 289,9	21°20 20°44 20°59 20°34 17°70	4°35 4°42° 4°86 4°35 4°38	946,6 1,218,1 1,422,6 1,546,8 1,740,3	34.68 36.87 36.37	3.10	223,0 232,0	4'79 4'79 4'79	5'60 5'18 5'34	1898 1899 1900
				AVE	RAGE CO	ST OF CA	RRYING		PASSENG	ER IN I	PIES.				
		7.89			3°00 3°90 3°78 3°48 2°88			3°06 3°36 3°00 2°52 3°00	1		2°07 1°82 1°37 1°80	1	tion not fo	ırnished. 3°54	1897 1898 1899 1900 1901
				AVERAGI		FROM CA	ARRIAGI	E OF EA	CH PASS	ENGER	IN PIES				
		 5*82			0°34 -0°59 -0°48 -0°22 0°18	,		1°30 1°06 1°83 1°83)		1°05 1°28 1°85 1°72 1°29	1	tion not fo	ırnished. 2°08	1897 1898 1899 1900

^{*}Excludes Bengal Dooars extensions. || Excludes Ledo and Tikak Margherita colliery branch railway. || Intermediate class introduced from 1st October 1900.

to 1900 are included under the several classes, as the information is not available separately. §§ Information not furnished.

Appendix 14. Number of Passengers.

Number of passengers carried by each railway, and average (Referred to in paragraphs

_	_								2' 27"	GAUG	E-conti	nued.					errea to		
GAT								7				18			19		<u> </u>	20	
CLA N			16		ROH	ILKUND		-	ON SYST	TEM.							Ruiva	AGAR-GOI	YDAY -
RA W			AND NO ESTERN.	RTH-	Ron	LKUND A CUMAON) and (b).			AYAN LIG (c)		Јориг	UR-BIKAI	YER.	UDAI	our-Cha	or.		D-PORBAI	
Cale	ar.	Number in hund- reds.	Average distance travelled by each in miles.	age	Number in hund- reds.	Average distance travelled by each in miles.	age	Number in hund- reds.	Average distance travelled by each in miles.	age rate charg•	Number in	travelled	age	Number, in hund- reds,	travelled	Average rate charged in pies.	Number	travelled	Average rate charge ed in pies.
-								157	CLASS	PASS	ENGERS								
1897 1893 1899 1900		17,9 16,5 17,5 17,2 18,5	22'46 28'44 33'27 40'96 41'56	21°24 21°43 17°03 12°67 12°69	4,5 4,7 4,6 4,6 5,5	52°38 53°33 52°74 50°02 52°38	27'22 27'02 26'64 26'37 26'47	3	*** *** ***		1,4 1,7 1,2 1,0 2,7	71°15 79°26 80°32 78°88 96°00	18°00 18°00 18°00 18°00 14°40	3 4 8 4 5	62°05 6 719 36°82 60°11 56°08	18'00 17'96	7,2 8,5 7,8 6,7 6,8	47°23 48°99 48°65 45°48 46°80	11'08 11'10 11'01 11'13 11'24
-				'			· · · · · ·	2NI	CLASS	PAS	ENGER:	S.							
1897 1893 1899 1900 1901	:	25,3 24,6 25,3 28,7 32,0	32°05 31°94 41°13 46°63 51°66	10'01 10'17 2'87 6'06 5'89	15,8 17,4 15,9 15,9	68°26 69°98 63°57 69°51 83°25	10°23 9°77 11°17 9°82 7°79	::: / ::: 5	 		7,2 7,0 6,9 7,1 16,8	70°47 68°82 69°76 66°80 80°00	6'00 6'00 6'00 6'00	1,5 1,4 1,3 1,1 1,3	51°17 56°42 51°55 57°32 57°32	3.00 3.00	56,0 57,4 60,2 48,8 46,9	42°98 41°20 42°71 42°04 42°80	5'45 5'45 5'44 5'44 5'55
-					·		11/	ITERME	DIATE	CLASS	PASSE	NGERS.							
1897 1898 1899 1900 1901		. 68,4 62,2 65,7 79,7 112,4	24'82 26'10 33'65 42'97 43'95	4°86 5°01 4°01 3°06 3°04	9,6 10,7 11,7 11,5 14,0	38'74 40'13 39'41 40'54 40'13	4'00 4'00 4'01 3'75 4'00	***	•••		***	•••		2,2 1,9 2,4 2,5	52°06 51°34 56°04 51°46		*** *** 42,6 45,2	50.88 38.08	4°00 4°82 4°00
		,	,			<u> </u>	3	RD OR	LOWES	T CLA	SS PASS	SENGER	s.				·		
1897 1898 1899 1900		5,724,8 6,082,8 6,916,6 7,871,8 9,637,3	33'97 33'86 35'54 33'85 30'02	2'00 2'00 2'00 2'00	950,2 1,088,2 1,139,7 1,186,0 1,500,2	33'23 33'52 33'88 34'64 33'56	2°20 2°20 2°18 2°19	221,1	*** *** ***	••• ••• •••	761,1 760,0 869,1 778,5 1,447,6	54.61 54.42 54.47 53.58 50.00	2'00 2'00 2'00 2'00 2'05	179,8 175,9 185,8 165,4 184,8	36°52 41°24 42°84 43°00 45°44	2,00 5,00	1,568,3 1,811,0 1,722,4	34°01 34°27 32°63	2.75 2.75 2.75 2.75 2.75
							5	EASON	AND V	ENDO	RS' TICI	KETS.					'	1	
1898 1899 1899 1900		51,2 60,9 69,7 67,6 1,6	 40´00	 3:43	***					*** *** *** ***	 	***	***	••• 2 4 5 •••	*** *** *** ***	· · · · · · · · · · · · · · · · · · ·	3,7 2,6 2,5 16,1 18,9		3'20
							-	то	TAL OF	ALL (CLASSES	i.	·				•		
1897 1898 1899 1900		5,887,6 6,247,0 7,094,8 8,055,0 9,801,8	33'84 33'76 33'57 34'03 36'17	2'10 2'10 2'07 2'06 2'06	980, 1 1,121,0 1,171,9 1,218,0 1,539,1	39°87 34°22 34°42 34°64 34°31	2.67 2.62 2.59 2.53 2.53	 221,9	 	***	769,7 768,7 877,2 786,6 1,467,1	54°79 54°62 54°63 53°73 51°00	2°08 2°09 2°07 2°07 2°16	181,6 180,1 190,2 169,8 189,1	36'70 41'54 42'96 43'28 45'63	3,13 3,13 5,30	1,636,8 1,883,1 1,836,6	34'34 34'62 33'05	2,03
						A VERA	GE CO	ST OF	CARRYI	NG E	ACH PAS	SENGE	R IN I	PIES.					·
1897 1898 1899 1900 1901		-	0'77 0'82 0'90 0'94 0'82			1°07 1°05 1°08 1°02 1°06						0'72 0'89 0'34 0'98 1'22			1'50 1'35 1'35 1'35			1°53 1°83 1°53 1°52 1°62	
					AVE	RAGE F	ROFI	r FROM	CARRI	AGE C	F EACH	PASSE	NGER	IN PIE	S.				
1897 1893 1899 1900 1901			1'33 1'28 1'17 1'12 1'24	-		1.60 1.57 1.51 1.51 1.46			******* ****** ******			1.36 1.53 1.50 0.31			o'70 o'78 o'58			1'36 1'10 1'37 1'41 1'30	

Included with Rajputana-Malwa railway.
 † Fares by mail train between Madras and
 N.B.—The average distance and average rate for scason and vendors' tickets for the year

Appendix 14. Number of Passengers.

distance travelled by, and average rate charged to, each passenger.

24 and 27 of report.)

				3′ 3	" GAUG	E.—conclu	ded.	 -		····		2′ 6′	GAUGE	:	GAUGE.
	21		7	22			23			24			25		Class: No
Souther	rn Maha	RATTA.		T OF INDI		Sou	TH INDIA	N.	I	Burma.		1	Morvi.		RAILWAS
Number in hun- dreds.	Average distance travelled by each, in miles	charged	Number in hun- dreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hun- dreds.	Average distance travelled by each in miles.		Number in hun-	Average distance travelled by each in miles.	Average rate charged in pies.	in hun-	Average distance travelled hy each in miles	rate	Calenda year.
	1		,		<u> </u>	ıst	CLASS I	PASSEN	GERS.)		<u> </u>]	J	
18,9 16,2 15,6 17,0	88.57	11°33 11°33	I,2 I,1 I,9 I,7	20 30 15 ' 41	12.00 12.00	16,4 16,6 16,8 16,7	56.41 54.02	11.85 11.65 11.65 11.85	20,8 23,3 72,9 22,8 25,3	48'\$1 48'92 54'40	13°80 13°97 13°83 14°35	2,5 1,5 1,0	53°35 54°42 58°15	14'30 14'6 14'6	8981 1899 1990
				<u> </u>	<u></u>	2ND	CLASS	PASSEN	GERS.	!			<u> </u>	,	<u></u>
54,2 47,8 69,9 68,2 58,5	01'72	4°89 5°01 5°37 5'34 5°08	8,7 8,5 11,0 12,5 11,1	14,25 14,02 14,34	6.00 6.00	152,9 99,1 93,5 91,2 107,0	45°58 47'51 55°16	4'65 5'69 5'85 5'11 5'90	170,0 163,1 149,7	26°62 25°81 30 95	6.83 6.83	9, 8,	53.83 54.02 56.24	7°2 7°3 7°3	1898 1899 1400
					I	NTERME	DIATE (CLASS P	ASSENGE	RS.					
200 000 000 000		•••	••• ••• •••		::				36,1 303,6 86,7 1	193°00 90°67 60°75 	3°34 3°74 3°70 	:::	•••		1898 1898 1899 1993
	·				31	RD OR LO	OWEST	CLASS P	ASSENGE	RS.					· ' · · · · · · · · · · · · · · · · · ·
6,332,6 3,777,8 3,157,0 5,291,5 5,836,1	40°66 43'30 41'10	2'00 2'00 2 00	154,4 209,0 229,3	13 90 14'16 13 97	2.20 2.20 2.20	12,449,1	30°91	1'90 2'00 12'00	9,686, 9,678,	27°33 4 27°54 4 27 13	2'6 2 6 3'0	263, 281, 282,	6 42°6 1 43'7 9 43 I	5 3.0	1898 1899 1900
		<u>-</u>				SEASON	AND VE	NDORS	TICKET	5.					
14,8 3,9 10,0 13,7	7	 1'07	 			188,; 202,; 196,8 261,1 325,;		 o.25	63, 73, 103, 96, 95,	3	3*09	 	:::		1897 1898 1899 1900
	,					TO T	AL OF	ALL CL	ASSES.						
6,420,5 3,845,7 3,252,5 5,390,4 5,927,4	41.21	2°17 2°14	164,0 221,9 243,5	, 15'35 14'16 13'98	2.76 2.7t 2.75	12,897,9 12,756,2 13,371,8	31.00	2'07 2'07 2'07	10,056, 10,054, 10,845,	28°0; 27°90 27°31	2 8	275, 2 292, 5 293,	9 43°1 3 44°1 2 43 5	7 3 3	1898 7 1899 15 19 0
				AVE	RAGE CO	OST OF C	ARRYIN	G EACH	PASSEN	GER IN	PIES.	,			
<u>•</u>	1°11 1°52 1°44 1°27 1 50			8.86 9.01 5.18 8.01 7.08			0°95 1°07 0°94 0°92 0°82			1°21 1°27 1°29 1°29 1°41			1°56 2°16 2°28 1°92 2°14		1897 1898 1899 1900 1901
,				VERAG	E PR O FI	T FROM	CARRIA	GE OF	ЕАСН РА	SSENGE	R IN PI	ES.			
A	0.62 0.44 0.84 0.84 0.84			-6'14 -6'25 -2'42 -5'23 -1'02			1°11 1°00 1°13 1°15 1°29			1°81 1°56 1 53 1°87 1 79			1°58 1'17 0°99 1'33 0°91		1897 1848 1899 1900 1901

Tuticorin raised to 2'50 pies per mile from the 1st November 1900.

[‡] Intermediate class abolished.

¹⁸⁹⁷ to 1900 are int'uded under the several classes, as the information is not available separately.

Appendix 14. Number of Passengers.

Number of passengers carried by each railway, and average

endix	14. Passengers.	. 1	Number of po	assengers ca	rited by envi	Referred to i	n raragraph	
ber of	Passengers			<u>`</u>	,			
			2' 6" GAUG	E.—concluded.		29		
				2	8			
uge.	26	27		Ránaghat-	Krishnagar.	Tezpur-Bi	LIPARA.	
ailway.	Birsi.	Tärakeshw	AR-MAGRA.		verage Average	Number dista	nce charged	
Calendar Year.	Number in huader dreds. Average Average rate travelled charge in huader layeach in huader layeach in miles.	inn	each pies.	Number di in hundreds.	istance ravelled or each in miles.	in in the house of	ach in niles. pies.	
			1ST CLASS P	ASSENGERS.	<u> </u>	T	, est , est	
1597 1598			3'77	1'91 3	*** *** *** *** *** *** *** ***	2,5		- !
1897 1980			2ND CLASS	PASSENGERS.		<u> </u>		
1897 1895	\$ 21'26 \$ 23'71 7 21'37	11'44 14'05 23'50 22'02 8	 8:20	10'55	4		*** ***	_
1597	7 21,37 5 21,03	23'57 " 8	INTERMEDIATE	CLASS PASSEN	GERS.			1 .
1901			INTERMED		::			- 1
1897 1898 1897		 s,	o 774	444	1,7	7	1	
1901	:		3RD OR LOWES	ST CLASS PASS		tüs	1	:::
180	7 . 57,2 18'9. 7 . 49.7 19'4 9 . 54,0 20'4	\$ 3.00 1326 3.00 1393	9.92	3.01	156,5 226,2 226,1	†118 †118 1126 1144 103	.01 *** (
. 189 199 199	76,8 20.7	3'00 407	SEASON AN	D VENDORS' T	ICKETS.	T		::: \
,	\$97 : \$38 :			 4'25	99 611 612 613 614 615			:::
1	S99 \		TOTAL	L OF ALL CLAS	SES.		1	::: \
	1592 . 55,0	12.02 2.2	371,1 326,3		 156,5 238,2 226,1	:::	118,5 136,8 144.9	, , ,
	1893 54.7 1893 65.2 1900 77.3	20.21 3.14		3 3 5 T	CH PASSENGER	IN PIES.		
	1901	AVE	ERAGE COST OF	CARRYING EA	• • • •		400.000 600.000 600.000	
		ş	100 ees	·	***	\	*****	
	1597 1898 1*9)	5'93	90-44)		•••	1		
29° ang	1901	2'59 AVER	AGE PROFIT FR	OM CARRIAGE	OF EACH PASSE	NOUN TO THE	,,,,,	
		AVER	441	•==	1 .		,,,,,	•
	1897 1895 1893	§· 2:71 0'29 0'19	* geo		1	*** ***	ganj railway which h	
1	1901	0.22			N.BExclud	les Cherra-Company	ganj rankay minos	are not avail:

Appendix 14. Number of Passengers.

distance travelled by, and average rate charged to, each passenger.

24 and 27 of Report.)

				2	′ o"GAUG	Е.	·					GAUGE,
	. 30			31			32			33		Class: No
DARJE	travelled by each in rriles. travelled by each in rrives handreds, han											
Number in hundreds.	distance travelled by each in	rate charged	in	distance travelled by each in	rate charged in	in	distance travelled by each	rate charged in	in	distance travelled by eac 1	rate charged in	Calendar year.
	<u> </u>			1	ST CLASS	PASSENG	GERS.	<u> </u>]	<u> </u>	1	l
4,2 4,1 4,7	42.40 42.02 41.28	50°48 55 22	7 6 4	••• •••		9 5 4	:::			:::	***	1897 1898 1899 1900
4,1 42'02 56'48 6											·	
12,6 11,8 10,8	40 10 3769 3768	29*74 20*40 20*40	•••	•••		::: :::	 	::.				1897 1893 1299 1900 1901
				INTERN	CDIATE	CLASS PA	SSENGER	s.				·
		••• •••	28,0 28,4 24.0	***	•••	13,0 34,0 13,2	: }				:::	1897 1198 1899 1900
	·			3RD OR	LOWEST	CLASS P	assengei	RS.		·		<u>'</u>
45,4 44,1 44,9 •47,1 56,4	34°27 27°81 27°50 25°45 28°02		 604,9 737,5 741,0 ‡762,4		ŧ	271,0 275,8 256,3 256,3			57,2 55,3 55,3 62,0 60.4 76,1		,	1897 1893 1893 1900 1901
	`			SEASO	ר מאג אכ	'ENDORS'	TICKETS	i.				
	•••	••• ••• •••	, , ,	t	 	::: :- :-			 			1897 1898 1899 1900
·				T	OTAL OF	ALL CLAS	SSES.	····				
61,9 61,2 60,7 64,6 73,9	35.85 31.31 31.14 20.90 30.87	19°26 22°56 20 88 21°84 21°27	 629,6 766,5 772,4 762,4	•••	*** *** *** ***	302,3 398,9 398,9	 	 	57,2 58,3 62,0 60,4 76,1			1897 1898 1899 1900
			AVERAC	GE COST O	F CARRYI	NG EACH	PASSENG	ER IN P	ES.		,	
	6'90 7'44 7 56 5'76 7 02			a. «/. «			•••			•••		1897 1898 1899 1900 1901
		··················	VERAGE P	ROFIT FRO	M CARRI	AGE OF E	ACII PAS	SENGER	IN PIES.			
	12:35 15'12 13'32 17'03 14'16			•••			*** *** ***	•		•••		1897 1898 1899 1900

the 25th March 1900 and subsequently abandoned.

[§] Information not available.

Appendix 15. Passenger earnings.

Gross earnings in thousands of rupees from

(Referred to in

N. B .- A reference to Appendix 2 will furnish the key to

استان سينين																		3′ 3∄″	GAUGE
GAUGE.					,		6" GAU	GE.							11		12	1	
CLASS: No.	٠ 1		2	3	4		6	7		8		9		10	M			13	
		E. B. s	YSTEM.							. Р. гем.	SY5	& C. I.	N. C		SYST				
Calendar year,	E. I.	5' 6" gauge. (a)	Other gauages. (b) to (e)	в, С.	B. N. (a) and (b).	E. C.	O, & R, (a)to(c)	N. W. (a) to (f).	G. I, P. (a) to (c).	1. M. (d) to (h).	B, B, & L. 1. (a) to (e) & (k) & (l).	R, M. (f)to (j)	N. G. S. (a) & (b).	H. G. V. (1).	M. (a) to (c).	N. (d).	B, D,	D, S,	A. B.
	1		<u></u>				1ST C	LASS PA	ASSEN	GERS.									
1897	6,29	1,03	70	6	37	26	1,12	3,96	4,64	1.18	1,20	1,25	46	•••	1,94	•••	2	9	15
1898	6,92	95	65	6	44	30	1,20	4,26	5,17	1,22	1,26	1,28	52	•••	1,99	•••	2	9	17
1899	6,86	1,06	56	7	53	52	1,22	3,77	5,51	1,30	1,41	1,33	52		1,98	28	2	11	18
1900	6 ,7 5	1,07	58	7	71	74	1,52	3,64	5,27	1,18	1,36	1,20	46	9	1,9S 2,53	27	2 2	10	20
1901	6,40	1,00	60	6	1,21		1,55	3,54	5,22	1,26	1,46	1,32	40		2,55			9	21
							2ND C	LASS P	ASSEN	GERS.				1	1	 _	1		
1897	8,16	1,07	83	21	38	33	1,60	4,87	7,50	1,59	3,75	2,15	77		2,46	····,	3	3	12
1898	8,42	1,16	89	26	42	30	1,69	6,01	7,53	1,77	3,45	2,22	73		2,50		3	4	15
1899	8,56	1,18	87	23	G2	64	1,65	4,78	8,14	1,72	4,55	2,22	76	1	2,80	9	3	4	19
1500	8,89	1,18	87	22	85	74	2,18	4,57	7,45	1,55	4,35	2,03	69	20	2,77	22	3	4	20
1901	8,77	1,26	97	23	1,75	[]	2.43	5,21	8,71	1,91	4,56	2,47	74	49	3,44	27	3	4	23
						INTE	RMEDIA	ATE CL	ASS PA	ASSEN	GERS.		,	1		1		1	
1897	11,87	3,00	1,38	55	27	4	1,98	8,48	5,93	4,79	6,21	2,41	1,42				. '		
1895	12,97	2,98	1,54	35	26	10	2,88	7,45	5,57	4,22	5,07	2,43	1,16			•••	!	""	
1899	13,10	3,00	1,42	34	37	19 34	2,67 3,10	8,00	6,52	4,05 3,77	6,61	2,77	1,17			***	,		-:- +:
1900	14,28	2,84 3,10	1,61	35 42	52 1,56	1)	3,62	9,39	7,73 8,78	4,05	7,24	3,18	1,25		42				6
.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	3,07				<u> </u>	······································		LASS PA			(,		}		,		!		-
		.0	16.40	- 00		12.02	27,64	1	ì	1	04.85		1 - 0-	ī ·	05.08	1	1		4,80
1897	1,31,53	18,79	16,42	5,20	11,24	12,92	31,12	81,41	42,94 34.81	12,34	19,02	50,21 51,65	4,77		35,38	***	34 37	1,02 98	6,51
	1,42,73	20,55	18,08	5,48	17,91	18,57	32,93		41,71	1	1 1	54,73	4,96	8	25,14	19	40	1,01	8,20
	1,53,63	20,86	22,08	5,78	28,36	22,22	36,04	1,00,51	45,31	1	32,65	52,55	5,34	1	30,25	34	52	1,15	8,67
1901	1,64,82	21,21	22,02	6,24	49,08	1)	43,89	1,03,35	56,87	17,82	3;,69	61,56	5,54	6,44	47,17	40	77	1,04	10,31
					SEAS	ON ANI	O VEND	ORS' TI	CKET	S OF	ALL C	LASSES		-					
1897	1,15	93	4	17	3 }	2			1,47		2,32		1		24	·	ļ		
1898	1,25	1,04	5	17	3	1			1,56	•••	2,51	1	4		20				
1899	1,29	1,10	5	17	3]		•••	1,71		3,08	2	14		22				
1000	1,39	1,03	5	17	2	2		•••	1,85		3,14	2	20		27		-		
1501	1,55	1,59	6	37	8	11			1,84	•••	3,23	2	13	8	26			,,,	
						Т	OTAL F	ASSEN	GER T	RAFF	C,								
1897	1,59,00	24,82	19,37	6,19	12,29	13,57	32,34	98,72	62,48	19,40	38,33	56,03	7,71		40,02		40	1,14	5,07
1898	1,68,09	ļ	20,16	6,11	12,05	13,19		1,08,19	}	20,19	31,41	57,59	7,22		34,91		43	1,11	6,83
- 1	1,72,54	26, 89	20,98	6,29	19,46	19,92		1,10,81	l	21,11	į .	61,07	7,55	9	30,14	39	46	1,16	8,57
1	1,84,94	27,03	25,19	6,59	30,46	24,06		1,18,11	1	21,56	l .	58,72	7,83	3,17	35,27	84	58	1,29	9,08
1901	1,96,91	28,16	25,42	7,12	53,98	11	51,49	1,30,04	81,42	25,04	51,18	68,55	8,06	7,22	53,52	94	83	1,17	10,81

e Upper class.

[†] Intermediate class introduced on this railway from the 1st October 1900.

[‡] Intermediate class abolished on this railway from the 1st November 1899.

Transferred partly to the Bengal-Nagpur railway and partly to the Madras railway from the 1st January 1901,

DIX 15.

Appendix 15. Passenger earnings.

Passenger traffic of each railway (by systems).

24 and 27 of Report.)

the code letters used to express railway systems.

												2,6	5" GAU	GE,		,	2' o" G	AUGE.		GAUGE.
15	16	17		18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	CLASS No.
D.	B. & NW.	R. & F. system R. & K. (a) & (b)	P.L.	J. B.	U. С.	B. G. J. P.	5. M.	W. I. P.	S J.	В.	vi. R. W.	B. L.	В. Р.	R. K. L.	Т, В.	D. H.	н. а.	н. S.	J.	Calendar year.
								ıST (CLASS	PASS	ENGE	RS.			•					
	54 52 51 46	33 3 5 33 32		9 12 9 7	3	20 24 21 18	1,00 96 82 94	1 2 2 2	72 82 77 81	97 1,01 1,05 1,14	8 10 8 7	•••				59 56 52 56	 I I			1897 1898 1899
<u> </u>	51	40		20	3	19	91	, YD	88	1,32	7		<u> </u>	1	•••	59	1	1		1901
	42 42 42 42 51	57 61 59 56 65		16 15 15 15	3 4 3 3	69 68 74 59 58	1,31 1,14 1,46 1,52 1,33	2ND 4 4 5 6 5	1,77 1,58 1,52 1,53	2,14 2,06 2,01 2,31 2,58	18 20 19 19	# 1 1 2 2 1			•••	74 78 70 64 85				1897 1898 1899 1900
	<u> </u>						INT	TERMED	IATE		PASS	ENGE	RS.	-	,		<u> </u>	<u>) </u>	•	
	43 42 45 55 78	8 9 10 10			 2 2 2 2	 12 39 44		 3RD	 CLASS	1,21 1,88 1,01 ‡	 	 		4			 10 12 11 12	4 4 4 4		1897 1898 1899 1900
26 26 29 30 42	24,46 28,01	3,63 4,19 4,42 4,59 5,76		4,33 4,31 4,93 4,34 7,79	77 77 83 74 87	8,8 ₅ 7,6 ₅ 8,9 ₀ 8,11 8,5 ₉	24,79 16,00 14,27 22,69 24,77	36 31 39 41 43	1	37,41 36,71 36,84 45,18 47,03	1,76 1,92 1,91	17 15 17 21 21	67 59 67	61	39	1,00		64 66	12	1897 1898 1899 1900
					-	SE	A KOZA	ND VEN	DORS	, TIC	CETS (OF AL	L CLA	SSES.						
	1 1 1 1				•••	 1	1 1 1 2		9 9 9 14 15	7 7 9 9										1897 1898 1899 1900
		,	-					TOTAL	PASS	ENGE	R TRA	FFIC.					,		,	
26 26 29 30 42	23,04 25,85 29,45	4,61 5,24 5,44 5,57 6,93		4,58 4,58 5,17 4,56 8,41	82	9,75 8,57 9,97 9,28 9,81	27,12 18,11 16,56 25,16 27,03	41 37 46 49 50	43,37 41,93 47,73	41,80 41,73 41,01 48,72 51,03	2,06 2,19 2,17	18 16 19 23 26	67 59 67	45 65	39	2,07	1,83 2,39 2,39	69 70	12	1897 1898 1899 1900

N. B.—Excludes the Port Trust railway which is open for goods traffic only; and the Cherra-Companyganj railway which was closed on the 25th March 1900 and subsequently abandoned.

Appendix 16. Goods traffic.

Goods of the different classes in thousands of tons carried by each railway

(Referred to in paragraphs

Note .- A reference to Appendix 2 will furnish the key

Gauge.						5' 6"						
Class: No.		. [2				3		4		
				E. B. SYS	тем.				BEN	GAL-NÁGPU	IR SY5T	EM.
Calendar	EAST	Indian.	5' 6" Ga	UGE (a).		G \UGFS. v (e).		YGAL TRAL.		NGAL- UR (a).		IPUR- ITARI (8).
year.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.
<u>'</u>				(GENERAL	MERCHANI	DISE.		· · · · · · · · · · · · · · · · · · ·			
1897 1898 1899 1900	3,486 3,416 3,836 3,858 3,656	6°09 5 95 6°00 6 20 5°85	1,130 1,068 1,115 1,230 1,114	9:31 9:17 8:87 8:93 9:59	546 555 6·9 783 747	10 19 8*95 10*56 10*66	120 76 104 159 125	7'29 7'44 6'95 7'05 8'12	473 530 67 898 867	6·70 7·72 6·73 4·89 7·01		 10.42
				·	MILITA	ARY STORE	S .		ſ			
1897	15 24 10 11 6	18'03 16'32 20'60 17'71 18'08	•••	23*14 22*36 25*05 24*69 26*05	•••	15*50 17*91 24*11 		129°45 125°02 126°76 132°78 131°41	1 *** 1	17 09 13*19 18*71 13*16 13*57	 	• • • •
	<u>·</u> <u>`</u>		COAL ANI	O COKE FOR	THE PU	BLIC AND I	OR FORI	EIGN RAILV	VAYS.			
1897	3,369 3,745 3,898 4,6,8 5,294	3'58 3'41 3'49 3'46 3'44	152 220 216 244 277	4*11 4*48 4*60 2*54 4*63	 25	 5'31 4'57	17 14 20 24 29	4.41 2.51 5.48 3.50 3.85	794 703 652 754 805	3°63 3°61 3'57 3'61 3°65	•••	4°43
		REV	ENUE STO	RES INCLU	DING CO	L AND MA	TERIAL F	OR CONST	RUCTION			
1897	960 1,124 1,278 1,388 1,456	1°82 1°89 1°86 1°94 1°85	216 225 242 207 224	2°45 2°45 2°45 2°44 2°45	 163 234	 2.48 2.45	40 35 16 23 23	2'45 3'14 2'45 2'41 2'45	148 211 578 315 511	2.25 2.38 5.38		 5'21
	<u>.</u>			<u>'</u>	TOTA	AL GOODS.†		·		<u>`</u>	<u> </u>	
1897	7,837 8,325 9,049 10,053 10,418	4'87 4'62 4'64 4'59 4'38	1,499 1,513 1,564 1,682 1,616	8·27 7.98 7·75 7·93 8·26	618 648 747 971 998	9'39 9'22 9'02 8'90 *8'97	177 128 140 206 178	6°55 6°14 6°72 6°33 7°09	1,417 1,450 1,852 1,970 2,186	5'81 6'23 5'34 4'58 5'45	 26	
,			AVE	RAGE DISTA	NCE IN I	MILES GOOI	S WERE	CARRIED.				
1897	207 207 204 209 200	'74 '74 '32	86 87 86	'66 '28 '24 '58 '29	10	95'39 96'51 96'36 94'76 97'14	6 6 2	3'93 2'02 9'09 7'36 8'85	1 1 1	98.69 02.07 23.42 91.79 02.10	,	36.64
			A	VERAGE CO	ST OF CA	RRYING PE	R TON P	ER MILE	-		!	
1897	Pie 1'2 1'0 1'0	48 56	3 3 3 3	es. '55 '11 '87 '66	,	ies. * '17 '20 '36 '76		les. 4 85 552 4 92 4 62		Pies. 2'99 3'11 2'60 2'20	1	Pies.
1901	1,0		3	.86		148	· ·	4*76		3.33		6'37
	n·					TT PER TO					1	
1897 1898 1899 1990	Pie 3'; 3' 2'; 2';	39 06 03	4 4 3 4	es. *39 *77 *70 *04 *48	3	es, * '11 '99 '98 '04 '56	;	ies, 174 063 149 166 231		Pies. 2°81 3°07 2°77 2°38 2°14	1	Pies.

Note.—The blanks shown in "tons" columns

Excluding Cooch Behar State railway.

† Including live-stock and

Information is

§ Including the Gwalior Light railway

Transferred partly to the Bengal-Nagpur railway

Excluding the Nowshera-Durgai

DIX 16.

Appendix 16. Goods traffic.

(by systems), average rate charged per ton in pies, and average distance carried. .

25, 31, 32, 33 and 34 of Report.)

to the code letters used to express railway systems.

						5'	6"						GAUGE.
			5		, 6	<u> </u>		7		8			Class: No.
East (Coast.	CALCUT COMMIS	TA PORT	ŗ,	Опри Конігк		North	SYSTEM. Western o (f).	PEN	G. I. P. S INDIAN INSULA to (c).	Indian	Midland to (hj.	Calendar year.
Tons.	Per ton per mile.	Tons.	Per t		Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons	Per ton per mile.	year.
		· · · · · · · · · · · · · · · · · · ·			GEN	ERAL ME	RCHANI	DISE.		<u></u>		<u> </u>	
367 355 527 762	4*94 5*08 5 07 4*21 	749 696 823 813 727	‡	رحلاس	902 1,018 1,171 1,139 1,287	6°14 6°15 5 95 6°20 5°77	2,234 2,749 2,879 4,526 3,431	6°57 5°38 5°56 5°82 5°28	1,551 2,056 2,279 2,322 2,517	9°39 8°05 7°70 7°50 7°74	457 480 573 872 783	7°32 6°60 6°95 6°61 6°35	1897 1898 1899 1900
			<u>'</u>		V	ILITARY	STORES		<u> </u>]	
:::	30°73 20°54 18°40 18°59	16	} ‡		5 4 3 4 3	14 63 12 86 16 57 15 11 17 46	63 64 22 22 22 28	13'47 13'99 18'10 16'08 15'85	9 8 9 7 8	17°28 20'50 19'07 21'29 19'74	4 4 2 1 1	12'50 8'15 11'09 16'22 16'32	1807 1893 1899 1900 1901
	COAL AND COKE FOR THE PUBLIC AND FOR FOREIGN RAILWAYS,												
98 160	4*39 4*43 3 60 3 22	14 16 21 22 23		ر ا ا	18 24 30 32 34	3°93 4°05 3°82 3 88 3°74	41 43 34 26 35	4°10 3°64 3°26 3°50 3°86	195 229 138 138 146	2'90 3'12 3'45 3'06 3'55	1 3 11 6 13	3'74 3'52 3'03 3'05 2'92	1897 1898 1899 1900
		REVEN	UE STO	RES I	NCLUDIN	G COAL	AND MA	TERIAL F	OR CON	STRUCTI	on.		
137 136 227 280	2,41 2,42 5,41 1,41	***	}	{	657 568 771 628 574	2°68 2°75 2°69 2°61 2°61	2,387 1,983 2,120 1,775 2,105	2°64 2°52 2°47 2°44 2°44	516 542 558 520 513	5,00 5,04 5,10 5,14	157 252 413 332 512	2*49 2*60 2*68 2*48 2*63	1897 1898 1899 1900 1901
J	_					TOTAL	GOODS.1			·		<u> </u>	
517 498 852 1,203	4'26 4'39 4'23 3'10	764 712 844 835 750	} ‡	: {	1,582 1,615 1,975 1,803 1,899	5°67 5 71 5°46 5°62 5°29	4,751 4,933 5,070 5,051 5,604	6°35 5°26 5°24 5°42 5°02	2,283 2,846 2,997 3,012 ,3,213	7°72 7°07 5°99 6°76 7°22	620 770 1,001 1,216 1,309	6*54 6*07 6*29 6*25 5*72	1897 1893 1899 1990
· ·			AVE	RAGE	DISTANC	E IN MIL	ES GOO	DS WERE	CARRI	ED.			
98°8 103°; 134°7	35 38	}	‡	(- Y)	10 10 10	1,31 3,13 3,03 2,23 0,03	1 1 1 1	27'57 95'33 73'74 37'66 94'57	2 2 2	21'18 61'90 49'41 21'15 27'50	1	185°48 172°22 157°73 214°25 170°97	1897 1893 1899 1900 1901
			A	VERA	GE COST	OF CARR	YING PI	ER TON P	ER MIL	Е.			
3':	30 20 34	}	‡			Pies, 3'69 3'06 2'66 2'97		ries. 3° 8 2°83 2°98 3°30		Pies. 4'44 3'57 3'42 3'22	3°05	Pies. 3'81 3'66 3'62 2'79	1897 1848 1899 1900
	i		·		AVERAGE	PROFIT	PER TO	n per mi	LE.			 · ·	
Pie 0': 0': 0':	95 38 39 14	}	‡			Pies. 1°99 2 63 2°84 2°65		Pies. 2'62 2'40 2'27 2'12		Pies. 3'25 3'48 3'52 3'54	, 3*88	Pies. 2.75 2.53 2.70 3.46	1897 1898 1899 1900

are due to less than 1,000 tons being carried during the year.

other miscellaneous goods traffic, not available. In the case of tonnage only, which is shown under "general merchandise" "total goods", as details are not furnished, and partly to the Madras railway from the 1st Japuary 1901.

railway.

Appendix 16. Goods traffic.

Goods of the different classes in thousands of tons carried by each railway

(Referred to in paragraphs

Note-A reference to Appendix 2 will furnish the key

			<u> </u>							5' 6"						
	AUGE								0			1	1	i	1	12
Clas	s: N					_		N. G. S. S	VSTEM.			MADRAS	SYSTEM	r		
	enda	ır	BDMBAY AND C	B. & C. 1. S BARODA ENTRAL & (k)&(l).		TANA-	GUAR S1	AM'S ANTEED ATE. and (b).	HYDE GODA VAL	RABAD. AVARI LEY. (c).		DRAS. to (c).	Nı	LGIRL (d)	Bengal	DOOARS.
,	Car.		Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.
		_			<u>'</u>		(GENERAL	MERCH	ANDISE.						
897 898 1899 1990 1901	:	:	1,217 1,558 1,680 1,882 1,509	9'31 7'95 8'60 8'11 7'87	1,677 1,974 2,283 2,485 2,011	7.80 6.97 7.17 6.60 6.42	236 269 297 351 307	9°99 9°10 8°11 8°02 8°81	 9 99 132	 11'68 10'75 11'04	858 786 852 896 1,524	8·97 9·41 9·33 9·52 6·88	 3 9 15	 105'52 70'33 80'63	29 25 26 47 69	59'34 61'63 57'67 59'94 24'82
			1	·····	<u>!</u>	<u> </u>	<u>. </u>	MILI	TARY S	rores.	'					
1897 1893 1899 1900	:	:	1 *** 1 1	12°27 20°08 16°60 19°83 15°46	7 6 7 6 3	18°80 15'63 18'77 16'95 19'01	1 1	24°49 23°33 18°99 24°01 24°58	•••	24'61	2 2 2 2 3	31'30 - 27'88 28'11 25'56 22'49		 127'46 121'79 129'15	*** *** ***	 18*46
					COAI	AND CO	KE FO	R THE PU	BLIC AN	ND FOR F	OREIGN	RAILWA	YS.			
1897 1898 1899 1910	:	:	46 49 68 96 70	3'37 3'11 2'83 2 76 2'87	20 21 15 17 15	5'55 4'78 4'41 4'82 4'50	317 343 376 418 372	3'49 3'44 3'74 3'72 3'97	 2	5'36 4'93 4'02	128 17! 189 200 542	5'00 4'79 4'69 4'69 4'10	 		*** 1 2 6 4	34*41 28*25 29*79 12*31
		-	·L	Í	REVENU	E STORES	S INCLU	DING CO	AL AND	MATERI	AL FOR	CONSTR	UCTION	,		
1897 1898 1899 1900	:	:	401 372 475 424 374	2'90 3'01 2'56 2'90	141 251 329 309 348	2.73 2.79 2.83 2.74 2.80	219 184 251 241 240	3°32 3°16 3°20 3°53	 3 199 392	3'32 4'05 4'98	231 214 276 231 341	4'10 4'17 4'08 4'14 2'72	" 1	30°10 78°66 96°63	5 77 11 8 5	49'67 2'41 8 80 4'44 4'19
			<u> </u>		<u>'</u>			TOT	AL GOO	DS.•	·	·	·		<u> </u>	
189 7 1893 1899 1900	:	•	1,680 2,004 2,256 2,436 1,973	8°22 7°46 7°76 7°34 7°18	1,902 2,259 2,640 2,914 2,393	7'55 6'75 6'89 6'45 6'21	773 797 875 1,012 920	5'23 5'14 5'42 5'57 5'89	 12 301 5 ² 7	10°45 8°68 9°47	1,250 1,174 1,321 1,509 2,413	8°36 8°35 8°32 8°41 6°07	1 4	93'50 71'86 82'51	35 103 39 63 78	58'38 30'85 45'69 39'14 23'22
						AVERAC	e dist	ance in	MILES	GOODS W	ERE CA	RRIED.				·
1897 1898 1899 1900	:	:	1,	35'64 60'66 41'86 46'68	19 20 20	74'18 99'74 64'21 40'68 51'70	1 1	34'00 47'34 38'39 45'03 16'32	ł	50°93 47°93 41°56		26°20 20°36 20°38 24°86 20°62		 16.88 16.57 16.09		21'29 11'85 21'49 19'38 35'88
						AVER	AGE CO	ST OF CA	RRYING	PER TO	V PER I	AILE.			<u> </u>	······································
1897 1898 1899 1900		<i>I</i> *		Pies. † 4'25 3'22 3'49 5'80 2'99		Pies. Pies. Pies. Pies. 1 1 4°34 3°57 2°52 4°34 3°01 2°16 4°31 2°98 2°11 3°75 4°52 81°68 3°03 2°32 5°03 4'55 38°72 3°02 2°01 4'50 3°41 35°21									١	Pies.
							AVERA	GE PROF	Ir per	TON PER	MILE.				<u>'</u>	
1897 1898 1899 1900		:		Pies. † 3'92 4'31 4'28 3'54 4'24		Pies. I 3'89 3'66 3'86 3'43 3'13		Pies. 2'71 2'98 3'31 3'25 3'89		Pies 6.70 3.60 5.02		Pies. 4°01 4°03 3°79		Pies 11.82 33.14	}	Pies.

Note.—The blanks shown in "tons" columns
Including live-stock and
Including the Godhra-Rutlam-Nagda; but excluding
Excluding the Godhra-RutlamInformation is
Excluding the Ledo and TikakThe decrease is due to ballast train tonnage being credited

DIX 16-continued.

Appendix 16. Goods traffic.

(by systems), average rate charged per ton in pies, and average distance carried.

25, 31, 32, 33 and 34 of Report.)

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to the code letters used to express railway systems.

····						3'	31"				· · · · · · · · · · · · · · · · · · ·			Gauge,
1	13		14		15		16			17	اد	1	18	Class: No.
Dibru	-Sadiya,	Assam-	Bengal,	Dro	GHUR.	Beng North-	AL AND Western.	and K	LKUND UMAON. & (8).	Powayan (c	LIGHT.		HPUR- ANER.	Calendar year.
Tons.	Per ton per mile,	Tons.	Per ton per mile,	Tons,	Per ton per mile.	Tons.	Per ton per mile,	Tons,	Per ton per mile.	Tons,	Per ton per mile.	Tons,	Per ton per mile.	
						GEN	ERAL MEI	RCHANE	oise.					
53 58 63 77 73	31 38 34 74 31 92 33 46 37 46	40 60 95 116 166	10°87 8°40 8 74 8°64 6°55	12 13 13 12 13	1376 1735 1308 1299 §	723 751 9 ⁹ 5 945 1,024	5°95 5°88 6°95 6°95	192 269 335 316 333	7'62 7'30 6'01 6'87 7'54	 		137 153 292 283 297	10°15 10°26 9°42 8°28 8°23	1897 1898 1899 1900
						7	IILITARY	STORE	5.	·	•	'		<u> </u>
	••• ••• ••• •••	 	13 61 23'29 22'61 18'22	•••	*** *** ***	•••	22°59 6°41 2°58 24°23	 1	17'04 19'01 20'74 23'54 14'62				31°32 32°85 31°77 30°37 17°73	1898 1899
	COAL AND COKE FOR THE PUBLIC AND FOR FOREIGN RAILWAYS.													
36 3°4 441 412 495	6.00 5.55 6.00 6.29 5.57	5 9 11 13	3'97 4'06 4'14 3'78 4'18	 	••• ••• •••	35 35 44 44 43	2°20 3°67 3°81 4°10 4°15	 1	3°46 4°12 2°94 3°37 3°47	••• ••• •••		 3 10 13	10'33 9'67 6'20 5'63 4'23	1899
			REVI	NUE S	rores in	CLUDIN	G COAL /	ND MA	TERIAL F	FOR CONS	TRUCTIO	N.	· <u>'·····</u>	· <u>·</u>
7 4 5 4 8	11 178 1781 1785 1785 1785 1785	203 295 268 260 460	2'77 2'45 1'61 1'67 2'53	***	•••	173 139 277 258 303	2'47 2'84 2'47 2'62 2'59	43 45 56 37 38	2°45 2°45 2°45 2°59 2°45		•••	7 33 45 58 92	4.55 2.75 3.86	1897 1899 1899 1900
					1		TOTAL G	00DS.•		·			··	
422 446 509 494 577	ll 8°07 8°52 9°31 8°69	339 401 472 384 \$239	4°87 4°49 3°67 4°20 5°49	13 13 13 12 13	13'44 10'94 13'08 12'65	931 929 1,307 1,247 1,370	5'32' 5'55 5'30 5'64 4'83	236 315 372 354 373	7'07 6'95 6 72 6'64 7'17	1 :::	***	144 189 340 386 403	8'80	1898 1899 1900
				۸۱	ERAGE E	DISTANC	E IN MIL	rs goo	DS WERI	E CARRIE	D,			
\$5 50 54	577 571 570 468 480		49'47 50'07 71'82 79'99 27'44		4'79 4'79 4'79 4'19 4'79	;	09'77 21'03 14'73 09'33 36'79	1	65,524 63,82 63,82 63,82		***		92'64 87'11 93'81 86'26 80'00	1897 1898 1899 1900 1901
				٨	VERAGE	COST C	F CARRY	ING PE	R TON PE	R MILE.				
	irs. 6'00 § {		6°00 6°38 4°92 5°16 5°49	}	Pies § {		Pies. 2'64 2'41 2'51 2'56 2'48		Pies. 3'88 4'07 3'32 3'42 3'88		Pies		Pies. 3'28 3'54 3'09 2'82 4'12	1897 1893 1899 1900 1901
							ROFIT PE			[<u> </u>
:	\$ { Pies. Pies. Pies. \$ -1'13 \ -1'24 \ -1'26 \ -0'96 \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \				§ {		Pies. 2'79 3'12 2'77 2'75 3'01		Pies. 3'18 2'93 3'36 3'17 3'24		Pies		Pies. 5'81 6'24 5'60 3'58 3'32	1897 1898 1899 1900

are due to less than 1,000 tons being carried during the year, other miscellan ons goods traffic, the Gackwar's Debhoi and Rajpipla (2' 6" gauge) railways, Nagda railway, not available.

Margherita Colliery branch, to railway mate lals for construction in previous years.

Goods of the different classes in thousands of tons carried by each railway (by APPEN

						each railway (by
GAUGE.	-			Note -	A reference to Apper	Referred to in paragraphs
Class: No.	19 20	3	33"			min turnish the key
Calendar year,	UDAIPUR- CHITOR. BHAVNAGAR- GONDAL- JUNAGAD- PORBANDAR.	SOUTHERN MAHRATTA.	WRST OF INDIA PORTUGUESE	23 . SOUTH INDIAN,	24	28
	ons. Per ton Per mile. Tons. Per ton per mile.	Tons. Per ton per mile.	Tons. Per ton per mile.	Tons. Per ton per mile.	BURMA, Tons. Per ton per mile,	Morvi, Tons, Perton
1899 :	12	886 6 63 794 7'18 942 6'91 841 6'98 801 7 92	MERCHANDISE. 31	954 9.43 861 9.53 877 9.49 852 9.48 ,065 8.83 I	764 7'53 837 7'89 773 7'86	per mile.
1897 · · · · · · · · · · · · · · · · · · ·	32'90 29'48 33'20 35'77 32'00 28'17 28'25 COAL AND COKE FOR	MILITARY 1 15'10 1 25 83 1 19 63 1 19'76 2 15 42	51'20	24 34 15 76	1 14'93 1 15'58	20.13
1897 · · · · · · · · · · · · · · · · · · ·	COAL AND COKE FOR 3 5'96 6 3 6'06 4 9'24 3 5'45 3 2'74 5'45 3 2'74 5'96 2	3 37 3 94 3 81	12 13	6*39 1 5*25	1 13'91 14'06 8 17	28'21 23'52 20'41
1901 · · i	RLVENUE STORES INCLUE 2'81	2.63 2 2.62 3 2.62 3 2.60 4 2.65 4 2.61 4	5'08 5'48 5'14 5'14 5 25 3 71	2 46 382 2 47 269	7:40	6 38 7'94 1 13 68 10 02 11'13
1897 : 15 10° 1899 : 11 19 1890 : 26 156 1991 : 56 14° 19 28 13 6	69 316 11 88 930 177 357 11:78 936 245 10:86 996	0.30	12°37 1,463 11°79 1,703 10 83 1,703	8:49 1,153 8:00 1,138	2·35 1 2·36 2 6·55 35 6·99 35 6·99 33	2'94 3'22 7'60 4'61
1807 · 40'60 1895 · 40'55 1899 · 51'19 1901 · 52'11 1901 · 57'91	AVERAGE DISTANCI 61'10 58 18 184'40 555'10 155'91 152'70 170'98 140'10	31°30 41°04 51°51 43°53	61.94 51.12 60.73	© 23 1,475 ED. 146*16 109*85 114*52	7'05 7'02 41 50 29	14'41 13'30 10 75 11'14
77 · · · † 95 · · · 7'98 95 · · · 6'56 15 · · · 5'15 16 · · · 6'52	AVERAGE COST OF (Pics. 6 41 7 06 6 20 4 76 6 20 4 738 6 42 5 00	21.64 17.22 7.59 12.39	Pies. 4*75 4 77 4 85	Pies. 472 4*84	58'41 62'07 60'81 Pies. 6'18	
	AVERAGE FROFT Ples, 4'11 Ples, 4'53 2 38 6'02 1'73 5'64 1'86 4'46 1'59 1'89	Pics9'27 -5'43 3'24 -0'26 -1'72	4'51 4'01 MILE. Pies, 3'74 3'52 3'89 4'18 4 26	4-65 4-69 , 4-77 Pies. 1-75 2-10 1-95 2-35	7:44 7:48 7:98 7:56 Pies, 8:21 6:97 5:82	_
				2'27	2.71 3 58	

Note. - The blanks shown in "tons" columns

^{*} Including live-stock

DIX 16-concluded.

Appendix 16. Goods traffic.

systems), average rate charged per ton in pies, and average distance carried.

,25, 31, 32, 33 and 34 of Report).

to the code letters used to express railway systems.

		a' 6"	·				**		•		2′ 0	,"				GAUGE.
	26		27		28		29		30		31		32		33	Class: No,
В	ARSI.		KESHWAR- IAGR A.		YAGHAT- SHNAGAR.		PUR-BALI- PARA.	Darj: Hima	EELING LAYAN,		OWRAII-		OWRAH AKHALA.	Jo	RHAT.	Calendar year.
Tons.	Per ton per mile,	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton 'per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile,	Tons.	Per ton per mile.	Tons.	Per ton per mile.	
							GENERAI	. MERC	HANDISE.							_
35 45 56 41 54	21,88 20,12 20,38 51,01	16 16 18 8	20.22	::	••• ••• •••	:: \$5 \$9 7	••• ••• •••	25 25 26 32 29	71°03 68°81 65°01 62,35 - 64°48	‡ 4 7 9	••• ••• ••• •••	3 3 5 4		22 17 21 15 12	••• ••• •••	1897 1898 1899 1900 1901
							MILIT	ARY ST	ORES.					1		·
 	47'00 24'86 35'71 34'01 31'32	 			 	 		*** *** *** ***	120°65 8S'36 139'37 120'7S 132 9S		····				•» •••	1897 1893 1899 1900
		·		COA	L AND C	OKE	FOR THE	PUBLIC	AND FO	R FOR	EIGN RA	ILWA'	YS.			<u></u>
	20'17 11'91	:::	 	 	::- ::- ::-		 	3 3 2 1	25°33 28°30 46°45 43°70 38°95	:::::::::::::::::::::::::::::::::::::::	••• ••• •••				000 000 010 010	1897 1898 1899 1900
`			REV	ENU	STORES	INCL	UDING CO	DAL ANI	MATER	IAL FO	OR CONST	RUCT	TION,	'	·	
	7.63 682 4.45 4.85		 		 	*** *** ** **	••• ••• •••	4 4 5 1	27.84 30.32 33.49 35.91 36.01	3 : : :	•••					1897 1898 1899 1900
	`						тот	AL G001	DS. •	•	`			<u> </u>	1	-' -
36 45 57 41 54	51,80 50,25 50,32 50,85 50,85	:: 6 8 9	 26.88	,	*** *** ***	 5 9 9 8		32 31 32 38 31	66'31 64'54 62'87 60 63 63'30			 3 5 4		22 17 21 15 12		1807 1898 1899 1900 1901
					AVERAG	E DIS	TANCE IN	MILES	GOODS	WERE	CARRIEE),			<u>. </u>	·!
22 22 21	2°34 2°01 2°27 1°97 2°00		 		4++ +++ +++ +++ 4++ +++		•••	41 40 41	0*12 1*48 0*78 1*71 1*65		*** *** ***		•••		0 PG 0 PG 0 PG 0 PG 0 PG 0 PG 0 PG 0 PG	1897 1898 1899 1910 1901
							OST OF C	ARRYIN	G PER TO			····				
}	+ {	k *1	 		1es.		Pies.	}	† {		Pies.		Pics,		Pies.	1897 1898 1899 1900
							AGE PROF	IT PER	TON PER							
<u></u>	† {	14	es. 		'les.		Pies,) - A	t {		Pies,		Pies.		Pies.	1897 1898 1899 1900

are due to less than 1,000 tons being carried during the year, and other miscellaneous goods traffic.

not available.

details are not furnished.

Appendix 17. Goods earnings.

Gross earnings in thousands of rupees

(Referred to in para

N. B .- A reference to Appendix 2 will furnish the

-GA	vge.			,,,,								5'	6"							
Class	: No		1	 .	2		3	4		5	6		7			8			9	
		_			E. B. S			R N			0.	N. '	W. syst	tem.		G. I. P. system			B. and C system.	
Calen	dar Y	ear.	E. I.	5'6" gauge.	Other gauges.	Total.	B. C.	B. N. (a) & (b).	E. C.	P. T.	and R.	Com- mercial section.	Mily. sec- tion.	Total.	G. I. P. (a) to (c).	I. M. (d) to (h).	Total.	B. B. & C. I. (a) to (e) & (k) & (l).	R. M. (f) to (f)	Total.
,	,	'		<u> </u>	<u>'</u>				GEN	ERAL	. Me	RCHAN	DISE.							
1897			2,84,12	53,11	30,32	83,43	3,45	36.01	9,29	2,50	38,01	1,48,14	12,43	1,60,57	1,82,95	35,82	2,18,77	87,51	1,24,30	2,11,81
1898			2,62,97	49,31	31,24	80,55	2,11	39,92	9,66	3,63	44,87	2,15,90	13,50	2,29,40	2,52,57	38,84	2,91,41	1,08,75	1,51,45	2,60,20
1893		•	2,87,87	50,31	35,25	85,56	3,02	52,95	14,37	3,79	51,92	2,01,48	12,61	2,14,09	2,54,05	47,39	3,01,44	1,15,40	1,84,01	2,99,41
1900	•	•	2,96,43	55,05	39,69	94,74	4,78	78,98	23,86	4,31	49,54	1,59,49	14,17	1,73,66	2,32,65	77,72	3,10,37	1,19,32	2,15,20	3,34,52
1501	•	•	2,85,01	51,85	38,07	89,92	4,16	50,36	†	3,65	59,59	2,48,32	16,82	2,65,14	2,94,92	62,58	3,57,50	97,81	1,92,34	2,90,15
					Co	AL AN	р со	KE F	OR T	HE PI	BLIC	AND	FOR :	Foreic	N RAII	WAY	s.			
1897		•	1,06,96	1,13	35	1,48	18	3,60	,,	5	51	79	55	1,34	6,81	5	6,86	2,33	71	3,04
18,8	•		1,27,02	1,78	40	2,18	18	4,53	17	6	75	1,13	48	1,61	8,65	15	8,80	2,36	. 67	3,03
1879		•	1,35,30	1,35	43	1,78	20	5,20	3,12	8	1,00	60	31	91	3,23	55	3,78	2,90	72	3,62
1900		•	1,57,12	2,04	65	2,69	25	6,73	4,94	7	1,15	44	20	64	4,36	25	4,61	4,21	76	4,97
1501	٠		1,80,25	2,33	46	2,79	31	8,70	†	8	1,23	92	30	1,22	3,57	61	4,18	2,82	63	3,45
									1	MILIT	ARY	STORE	s.						1	
1897			4,30	,	1	2		9			56	11,72	2,07	13,79	1,54	41	1,95	25	1,29	1,54
8,81	•	•	4,83	1		1		8			40	10,78	52	11,30	1,65	26	1,91	74	1,14	1,28
1899	•	•	3,50	,		,		5	3		26	4,09	39	4,48	2,03	41	2,44	22	90	1,12
1900	•	•	4,31	1		1	•••	16	11		57	3,99	61	4,60	1,83	111	1,94	20	71	91
19n1	•	•	3,13				2	4	†		35	5,40	1,28	6,68	1,90	14	2,04	16	49	65
									,	Liv	/E S1	госк.								
1897	•		1,87	,	6	7		4	,		29	6,97	1,61	8,58	2,03	18	2,21	2,74	56	3,30
1898			1,74	2	2	4		1	1		13	2,08	18	2,26	1,86	17,	2,03	3,29	77	4,06
1899	•	•	1,83	2	2	4		4	,		23	1,59	12	1,71	2,47	10	2,57	4,15	1,40	5,55
1900	•	·	2,21	2	2	4	•••	9	2		15	1,19	21	1,39	3,68	57	4,25	3,70	40	4,10
1901	•	1	1,92	2		2		23	†		18	1,13	31	1,44	3,70	15	3,85	3,10	2,52	5,62
				Re	VENU	E STO	RES,	INCL	MIDIN	c co	AL, A	ND M	ATERI	AL FO	R CON	STRU	CTION.			
1897	•		14,58	2,35	87	3,22	18	2,48	1,14		3,10	12,27	2,44	14,71	9,15	2,60	11,75	4,52	3,17	7,69
1898	•	\cdot	17,29	2,51	1,38	2,89	21	3,46	1,78		3,17	14,21	2,65	16,86	9,46	2,46	11,92	3,78	4,33	8,11
1899	•		17,56	2,79	1,77	4,56	8	5,26	2,81		4,27	13,56	3,09	16,65	9,69	3,17	12,86	5,40	6,11	11,51
1900 1901	•	1	18,15	2,32	2,50	4,82	19	4,70	2,99	•••	4,10	12,15	2,30	14,45	9,18	4,12	13,30	4,50	6,91	17,41
		. 1	19,28	2,23	2,33	4,61	3	6,21	+		4,64	14,91	2,73	17,64	7,16	4,95	12,11		6,64	10,96

Note, - For totals see

^{*} Excluding Parlakimedi Light
† Transferred parliy to the Bengal-Nagpur railway
† Decrease, due to ballast train earnings credited to railway material
§ Excluding the traffic on the Jamnagar railway from the 8th April to'

from Goods traffic of each railway (by systems).

graphs 25, 31, 32, 33 and 34 of Report.)

key to the code letters used to express railway systems.

			·							3′3ξ″								2'6"	2' o"	GAUGE
1	0	1	1	12	13	14	15	16	1	7	18	19	20	21	22	23	2.1	² 5	30	Class No.
	G. S. Sem. H. G. V. (c).	M. (a) to (c).		B, D.	D.S.	А. В.	D.	.B and N. W.	R. an syst R. and K. (a) & ;b,	P L.	J. B.	υ. C.	B. G J. P. §	S. M.	W. I. P.	S. 1.	В,	м. R. W.	D. H.	Cal- endar Year.
							(GENER		MERC	HAND	ISE.					''			
14,10		Co,20	•••	2,03	2,93	2,29	4	24,90	5,32		6,69	32	9,17	56,65	80	38,01	36,79	1,22	410	1897
16,41		56,02		1,84	2,92	3,24	5	29,90	6,96	•••	7,64	50	9,65	45,00	1,09	36,96	40,09	1,33	3,93	1898
19,92	50	58,78	32	1,84	3,11	4,19	4	£6,80	8,64	•••	14,10	1,06	10,76	50,02	3,40	39,90	38,13	1,58	3,85	1869
26,14	5,63	58,82	58	2,27	3,58	4,78	4	36,11	8,07	•••	11,54	2,15	12,47	51,41	1,73	37,64	51,65	1,62	4,53	1900
19,22	9,33	78,70	102	3,28	3,30	7,44	5	42,74	8,68	23	11,39	1,13	7,76	44,20	1,89	45,57	56,16	98	4,07	1901
			C	OAL	AND	сок	r FO	R THI	E PUI	LIC	AND	FOR	Fori	ign	RAIL	VAYS				
12,72	•>•	5,69	•••	2	3,45	12		64			3		9	30		18	,	4	9	1897
13,80	•••	7,59	•••	3	3,72	13	•••	53		•••	,	•••	8	18		18	•••	1	12	1898
12,19	•••	7,18	•••	8	4,27	20		73	3	***	2		11	11	•••	39		7	14	1899
14,64	8	7,95	•••	13	4,07	23	•••	73	1	•••	14	•••	8	12	•••	22	1	2	18	1900
12,31	19	13,65		9	4,83	31		75	1	***	19	1		13		27	"		12	1901
								Mi	LITAR	y Si	CORES	S.	,	,		1			,	
11		80			•••	1	***		5	***		•••		16		3	25	1	1	1897
10	•••	76		•••	•••		•••		4	***		•••	""	19		3	24	"	2	1898
26 15		60 56	1	•••	•••	2	•••	"	2	•••			•••	13		6	15	""	3	1899
24	б	94	6			1			4	•••	2			19		19	27		3	1930
		,																1		1
			i						IVE	STO	ck.						1	1		1
8		40			•••		•••	2	1	•••	1	•••	2	14		7	1,34			1897
7 6	***	30	"",	**	1	<i>"</i> ",	•••	1 2	"",	•••	1	•••	1	7 12	***	8 б	1,57	""		1898
9	*** 4	46 63	3		1	2	•••	1			9	*** 4	3 5	13		18	1,17	···		1899 1900
6	-	44	'			1	,,,	2			2		1	12		16	1,34			1901
)			J					-											
	}	1	REVEN	IUE S	STOR	ES, 1N	CLUI	DING 	COAL	., AN	D MI	MERI	AL F	OR C	ONST	RUCT	ion.	<u>.</u>	i	
1,11		1,36		22	2	1,74		2,46	24		11	2	34	4,22	1	1,40	3,27	2	14	1897
92		1,64		8	1	1,92		1,88	23	7 .	34	•••	26	3,21	***	1,52	2,52	1	15	1898
1,78	2	1,78	2	8	4	1,99		3,36	20		4-1	1	17	3,71	2	1,28	3,45	1		1'833
1,49	96	1,93	2	б	4	1,64		2,89	21	•••	82	2	19	2,87	3	1,24	3,54	1	20	1900
1,00	1,23	3,06	1.4	3	2	196		3,37	27	1	87	1	11	3,72	4	1,33	4,82	2	4	1901

0)

Principal commodities carried by Indian railways treated as one (Referred to in para

(Détails for each railway system

_		Qua	NTITY.	EAR	NINGS.	Quis	NTITY,	EARN	ings.
Progress- ive No.	Description of commodity.	1900.	1901.	רספנ.	1901.	Increase.	Decrease.	Increase.	Decrease.
		Tons.	Tons.	Rs.	Rs.	Tens.	Tons.	R _s .	Rs,
1	APPAREL, INCLUDING DRAPERY, HABER- DASHERY, MILLINERY, UNIFORMS, ACCOUTREMENTS, BOOTS AND SHOES.	13,282	13,441	3,00,690	3,52,930	159		52,240	•••
11	COAL AND COKE CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS	7,283,826	8,016,493	2,10,93,360	2,34,54,819	732,667		23,61,459	•••
111	Corron—								
	1. Raw	472,968	\$22,737	62,78,130	1,30,86,900	349,769	•••	68,0S, <i>77</i> 0	
	2. Manufactured—			ĺ				•	
	(a) Twist and yarn, European.	52,746	42,212	5,35,924	5,74,918		10,534	38,994	
	(b) Thist and yarn, Indian .	106,098	131,931	11,91,162	15,20,539	25,833	***	3,29,377	•
	(c) Piece-goods, European .	190,507	230,046	37,88,596	43,81,042	39,539	•••	5,92,446	***
	(d) Piece-goods, Indian	108,779	138,834	18,00,619	24,25,862	30,055		6,25,243	•••
İ	(3) Others	3,902	5,252	57,815	1,05,747	1,350		47,932	•••
17	CHEMICALS, EXCEPTING SALTPETRE.	5,390	8,620	1,02,277	1,61,368	3,230	•••	59,031	***
v	Drugs-								
	r. Intoxicating, other than opium . 2. Non-intoxicating	21,258	36,475	2,01,616	4,30,793	15,217	•••	2,29,177	***
	(a) Medical preparations	3,284	2,267	62.490	50,889				
1	(b) Others	34,933	40,629	63,489	5,56,587	" 6.6	1,017	•••	12,600
		24,733	40,029	5 ,27,52 9	3,50,507	5,696	***	29,058	***
VI	Dies and Tans-								
	1. Al (Morinda Citrifolia)	509	699	5,303	4,674	190	•••	•	6:9
	2. Alizarine and aniline dyes	3,745	4,685	80,033	1,04,005	940	•••	23,972	***
	3. Cutch	6,751	5,367	(8,527	54,333		1,384		14,194
1	4. Indigo	13,323	11,118	2,88,164	2,15,248	•••	2,205	•••	72,916
	5. Myrabolams	62,064	70,929	4,58,298	5,65,415	8,865	•••	77,117	•••
	6. Tanning barks	99,887	77,300	5,18,879	3,80,990		22,587		1,37,899
	7. Turmeric	49,431	66,403	5,35,956	7,15,141	16,969	•••	1,79,185	•••
- 1	S. Others	28,770	29,286	3,81,867	3,83,007	516	•••	1,140	•••
VII :	Fodder-								
	1. Oil-cake	125,833	130,748	4,95,615	5,36,585	4,915	•••	40.070	
	2. Hay, straw and grass	626,120	163,927	27,21,053	5,63,388	4	532,193	40 ,97 0	21,57,675
VIII	FRUITS AND VEGETABLES, FRESH.	201,533	223,069	12,33,055	14,24,377	21,536		191,322	
IX	GRAIN AND PULSE-		t						
- 1	1. Gram and pulse	1,758,283	1,608,838	1,19,26,506	1,15,25,779		140.445		
	2. Jawar and Bajra	1,274,571	1,174,401	77,11,54S	73,26,023		149,445		4,01,027
- 1	3. Rice in the lask	912,254	1,085,669	40,53,066	45,76,056	173,415	"		3,85,525
	4. Rice not in the husk	2,835,596	1,743,697	1,78,21,485	90,33,662	*/3)4.3	 1,091,899	5,23,000	••• \$7 \$7 \$74
	5. Wheat	2,020,038	1,623,939	1,32,57,322			396,159	6,88,236	87,87,824
- 1	6. Wheat flour	105,161	121,466	6,40,492	7,49,507	15,305	390,139	109,415	•••
	7. Others	1,392,108	737,966	89,51,973	42,40,500	41.	654,142	•	 47,11,467
	Carried over : .	19,584,013	18,365,444	10,71,20,660 /	10,34,47,038		1,515,569		36,73,602

system and the earnings therefrom during the Calendar year 1901. graphs 35 and 36 of Report.)
are shown in Appendix 19.)

Progress ive No.	DESCRIPTION OF COMMODITY—contd.	Qua	ANTITY.	EAT	RNINGS.	Qua	NTITY.	EAR	NINGS.
		1500.	1901.	1900,	1901,	Increase.	Decrease.	Increase.	Decrease.
	Brought forward	7 ons.	Tons. 18,368,44	Rs.	Rs.	Tons.	Tons.	Rs.	Rs. 36,73,602
x	HIDES AND SKINS-	l					·		
	1. Hides of cattle—						1	1	
	(a) Dressed or tanned	30,015	9,03	4,27,215	1,02,034		20,983	1	
	(b) Raw	181,157	82,30.	24,09,062	ı	I .	98,853		3,25,181 15,48,266
	2. Skins of sheep, &c							"	13,40,200
	(a) Dressed or tanned	11,749	11,198	1,47,388	1,16,391		551		30,997
	(δ) Raw	93,029	72,195	9,23,485	6,97,568		20,834	-	2,25,917
XI	Horns	9,401	5,944	95,934	55,758		3,457		40,176
XII	HEMP (INDIAN) AND OTHER FIBRES, EXCLUDING JUTE	64,445	73,827	4.00 ===0				İ	
XIII	Јите-	***************************************	73,627	4,39,558	5,60,767	9,382	""	1,21,209	***
	r. Raw	693,531	1,147,115	46,81,481	51,85,477	453,584		E 02 006	ĺ
	2. Gunny bags and cloth	583,812	259,499	21,13,419	21,95,787	***	324,313	5,03,995 82,368	***
XIV	LAC	44,755	34,305	5,35,775	3,72,487		10,450	1	1,63,288
xv	Leather-						1,750	"	1,73,120
-	1. Unwrought	10,147	8,093	1,74,302	1,24,138	111	2,054		50,164
- 1	2. Wrought, excepting boots and shoes	# 284							24.44
· xvi	Liquors-	7,284	7,403	1,32,121	1,34,705	119		2,584	•••
	1. Ale and beer	37,197	44,637	2 60 000	0-				
- {	2. Spirits of all kinds, including	373-97	44,037	3,58,900	4,19,485	7,440	***	50,585	444
1	country spirits	17,563	18,571	2,50,903	2,55,299	1,003	•••	4,396	, 400
	3. Wine	9,409	8,163	2,13,109	1,84,839	•••	1,246		28,270
	4. All other sorts, including toddy and fermented liquor other than ale and beer	7,449	10,604	35,881	41,933	3,155	•••	6,052	•••
XVII	Metals-								•••
1	1. Brass, unwrought	7,711	7,991	89,449	97,560	2 \$0		8,111	•
	2. Brass, wrought	30,571	29,346	3,27,173	3,06,358		1,225	•••	20,815
l	3. Copper, unwrought	2,545	2,025	31,773	26,982		520		4,891
1	4. Copper, wrought	5,809	5,901	74,274	81,947	92		7,673	•••
l	5. Iron and steel—	1				1	1	-	
- 1	(a) Cast	23,188	26,292	2,04,941	2,37,757	3,104	[32,816	•••
	(b) Unwrought	33,926	42,844	2,13,281	2,44,572	8,918		31,291	•••
- 1	(c) Wrought	212,939	250,392	18,94,405	25,08,777	37,453	•••	6,24,372	***
	(d) Manufactures	76,729	\$8,56o	9,28,004	9,90,762	11,831		62,758	4++
	6. Zinc and spelter	1,297	1,482	23,966	27,327	185		3,351	~
xvIII	Oils-	177,083	2,00,012	7,93,949	9,52,505	22,929		1,58,856	400
	1. Kerosine	357,937	441,561	28 04 722					
	2. Castor	10,571	10,879	28,04,792	31,05,735	53,624		3,00,943	***
	3. Cocoanut	15,856	18,064	72,955 1,59,455	79,251	308		6,296	•••
	4. Mustard and rape	15,006	17,826	1,42,505	1,74,454 1,86,353	2,203		14,969 43,848	***
	5. Others	51,003	53,847	3,75,940	4,09,356	2,820 2,844		33,416	***
	-				4793300	2,014		33,410	
<u> </u>	Carried over	22,737,132	21,358,356	12,81,95,085	12,41,84,418		1,378,776		40,11,667

Appendix 18. Principal Commodities—Summary.

Sun

Principal commodities carried by Indian railways treated as one (Referred to in paragraph

(Details for each railway system

				(Details for each					-		
Progress-		Quai	TITY	Eari	NINGS.	Quai	NTITY.	EARN	INGS.		
ive No.	Description of commodity—contd.	1900.	1901.	1900,	1901.	Increase.	Decrease.	Increase.	Decrease.		
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.		
	Brought forward	22,737,132	21,359,356	12,81,95,085	12,41,84,418		1,378,776	•••	40,11,657		
XIX	Oil-seeds-										
	1. Castor	127,178	220,968	7,10,787	11,91,048	93,790	•••	4,80,261	•••		
	2. Earthouts	24,893	87,198	90,973	1,88,988	б 2,3 05		98,015	.···		
	3. Linsced	427,886	558,758	24,11,554	36,65,119	130,872	•••	12,53,565	***		
	4. Poppy	94,994	90,286	7,15,551	7,49,326	1	4,708	33,775			
	5. Rape and mustard	316,005	7 18,929	19,66,971	66,10,883	402,924		46,43,912			
	6. Tıl or jinjıli	334,438	323,377	25,35,974	25,53,287	•••	11,061	17,313			
:	7. Cotton seed	55,650	232,075	96,662	20,54,739	176,425	•••	19,58,077			
	8. Others	163,925	263,756	9,84,759	18,57,195	99,831		8,72,436	***		
XX	OPIUM	29,232	25,040	5,39,257	4,72,442	•••	4,192	•••	66,815		
XXI	Paper and paste-boaro	41,359	39,195	4,34,584	4,10,693	•••	2,164	***	23,891		
XXII	Provisions-		İ	'							
	1, Dried fruits	177,000	169,855	19,86,542	18,70,316	•••	7,145	•••	1,16,226		
	2, Ghee	110,089	84,457	14,32,903	11,05,009	***	25,632	.,,	3,27,894		
	3. Potatoes	42,067	45,477	3,68,998	4,56,286	2,410		87,288	,		
	4. Others	264,881	289,767	22,23,486	23,47,216	24,886		1,23,730			
IIIXX	Raii way plant and rolling stock carrieo for the Public ano Foreign Railways—										
	1. Locomotives, engines and tenders and parts thereof.	3,167	3,404	16,202	16,346	237	•••	144	***		
	2. Carriages and trucks and parts thereof	15,377	17,370	51,232	76,463	1,973		25,231	***		
	3. Materials—										
	 (a) Steel rails and fish-plates (b) Sleepers and keys of steel 	51,774	43,297	2,61,985	1,60,653	•••	8,477		1,01,332		
	and cast-iron	30,400	10,506	1,54,982	72,093		19,954		82,889		
ļ	(c) Sleepers of wood	4,596	21,325	17,693	60,848	16,729	•••	43,155	•••		
l	(d) Others	309,619	192,713	11,88,815	9,61,787	1.,	116,906		2,27,028		
XXIV	Salt	1,628,454	1,626,680	95,40,000	93,45,943	***	1,774		2,94,057		
XXV	SALTPETRE AND OTHER SALINE SUB- STANCES -							-			
- 1	1. Saltpetre	52,768	47,172	3,92,397	3,23,403	***	5,596	***	63,994		
J	2. Other saline substances	39,609	33,938	3,00,970	2,75,021		5,671		25,949		
XXVI	Silk-					,					
1	1. Raw										
1	(a) Foreign	1,150	1,431	32,685	39,553	281	•••	6,868			
	(b) Indian	2,240	3,654	36,964	63,255	1,414	•••	26,291	•••		
- 1	2. Piece-goods—										
l	(a) Foreign	174	276	6,295	11,845	102		5,550			
	(b) Indian	447	353	15,202	10,543	•••	- 94		4,659		
MXVII	Spices-										
l	1. Betel-nuts ,	85,856	875030	9,19,532	9,20,649	1,230		1,117			
1	2. Cardamems	2,299	2,070	40,405	32,689	•••	279		7,716		
	3. Chillies	85,285	86,538	9,26,784	8,66,557	1,243	•••	•••	бо,227		
	4. Ginger	6,502	6,685	75,788	81,415	183		5,627			
1	S. Pepper	6,325	б,182	1,20,433	1,18,574		143		1,859		
	6. Others	51,509	67,505	4,95,895	7,05,024	16,016	•••	2,10,129			
-	Carried over	27,324,340	26,765,639	15.93,89,345	16,38,60,626		558,701	44,71,281			

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system and the earnings therefrom during the Calendar year 1901. 35 and 36 of Report). are shown in Appendix 19.)

Progress- ive No.	Description of commodity-	QUA	NTITY.	Eart	NINGS.	Quan	ITITY.	Earn	INGS.
ive No.	concld.	1900.	1901.	1900.	1901.	Increase.	Decrease.	Increase.	Decrease.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
	Brought forward .	27,324,340	26,765,639	15,93,89,345	16,38,60,626	•••	558,701	44,71,281	
xxvIII	STONE AND LIME	1,175,400	1,213,217	23,50,668	24,95,185	37,817	•••	1,45,517	•••
XXIX	SUGAR— 1. Refined or crystalized, including sugarcandy	261,518	324,389	27,70,224	35,40,148	62,871	•••	7,69,924	***
	2. Unrefined—								
	(a) Sugar (b) Gur, rab, jaggree, molasses and other saccharioe pro-	176,140	256,821	11,04,746	15,15,143	80,681	•••	4,10,397	•••
	duce	681,329	902,281	45,15,856	62,74,373	220,952	•••	17,58,517	***
XXX							_		
	1. Foreign	1,541	1,261	34,218 13,39,222	27,579		280		6,639
		14-333	155,2/1	13,39,422	13,41,633	10,916	•••	2,411	•••
XXXI	TOBACCO— 1. Unmanufactured 2. Manufactured—	174,382	221,937	15,44,522	17,79,993	47,555	•••	2,35,471	***
	(a) Cigar	4,414	5,100	87,902	93,425	686	•••	5,523	
	(b) Other sorts	11,492	11,294	1,40,484	1,40,603		198	124	•••
XXXII	Wood-								
	t. Timber, unwrought	810,087	861,185	25,80,243	27,38,388	51,098		1,58,145	***
	2. Manufactures	58,893	წ4,220	4,04,145	4,65,181	5,327	•••	61,036	•••
XXXIII	Woot-								
	1. Raw	30,294	30,251	5,96,811	5,93,498	•••	43	•••	3,313
	2. Manufactured -								
	(a) Carpets and rugs	2,500	2,379	47,269	44,339	•	121	•••	2,930
	(b) Piece-goods, European (c) Piece-goods, Indian	1,767	2,009	34,825	46,995	242	***	12,170	40.550
1	(d) Other sorts of manufactures.	6,985 2,970	5,155 3,973	1,47,004 45.895	1,04,452 69,339	1,003	1,830	••• 23,444	42,552
		2,970	31973	43.093	-91339	1,003	•••	233444	•
XXXIV	ALL OTHER ARTICLES OF MERCHANDISE—			•					
	1. Bones	2,281,8 \$6	2,585,521	1,44,73,610	1,52,85,765	303,635	•••	8,12,155	***
	GRAND TOTAL .	33,148,293	33,409,903	19,16,06,989	20,04,17,670	261,610		88,10,681	***
xxxv	Animals—			*					
	1. Horses	8,747	8,495	3,56,256	3,25,058		252		31,198
	2. Cattle	75,705	50-730	10,16,093	7,01,607	4	24,975		3,14,486
	3. Sheep, etc.	32,176	32,672	4,97,525	5,02,571	496		23,046	f
- 1	4. Elephants	1		l l				,	j

Appendix 19. Principal Commodities—Details.

Principal commodities carried by each railway (by systems)
(Referred to in paragraphs

	GAUGE.				5′	6*	,		n paragraphs
	CLASSIFICATION No.	\ <u></u>	1		2		3		4
Pro- gressly No.		East	Indian,	Easteri	Bengal.	Bengal	Central.	Bengal-Nå	gpur (a) & (b).
	Description of commodity.	Quantity.	Earnings.	Quantity.	Earnings.	Quartity,	Earnings.	Quantity,	L'arnings.
I	APPAREL, INCLUDING DRAPERY, HABERDASHERY, MILLINERY, UNI- FORMS, ACCOUTREMENTS, BOOTS		Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
	AND SHOES	3,345	1,23,032	1,025	11,248	61	489	355	11,358
11	PUBLIC AND FOREIGN RAILWAYS .	5,293,751	1,80,25,301	292,222	2,79,126	28,629	30,874	805,032	8,69.543
111	1. Raw 2. Manufactured— (a) Twist and yarn, European (b) Twist and yarn, Indian (c) Piece-goods, European (d) Piece-good, Indian	51,093 1,917 18,610 58,958 10 211 1,183	55,943 1,80,971 16,60,916 150,252	3,286 3,411 27,745 1,144	12,446 25,299 23,227 2,79,208 9,415	91 443 25 1,494 27	2,379 117 8,511 129	17,137 2,105 11,770 3,616 3,821	2,11,654 10,021 1,41,349 35,477 67,837
IV	(e) Others	3,438	34,373 68,955		3,322		17	195	 2,363
v	DRUGS— 1. Intoxicating other than opium. 2. Non-intoxicating— (a) Medical preparations (b) Others	292 487 3,616	4,086 16,098 52,519	182 789	3,991	4 21 4	39 336 48	63 	1,283 7,059
VI	Dyes and Tans— 1. Al (Morinda Citrifolia) . 2. Alizarine and aniline dyes . 3. Cutch 4. Indigo 5. Myrabolams 6. Tanning barks 7. Turmeric 8. Others	174 376 1,117 3,404 6,223 4,815 6,452 4,082	1,540 9,129 13,323 96,693 58,903 12,847 1,44,943 48,013		1,497 1,901 21,334 1,918	 12 14 426	 34 76 1,815 23	23.S92 2.993 2,925	 1,94,144 27,663
VII	Fodder — 1. Oil-cake 2. Hay, straw and grass . ,	36,736 14,446	1,63,050 49,468	6,528 30,294	12,748 34,561	905 4	2,053 16	1,843	6,870 3,421
VIII	Fruits and vegetables, fresh .	8,394	\$8,79	5,933	35,647	4,412	14,290	7,464	64,033
IX	GRAIN AND PULSE— 1. Gram and pulse 2. Jawar and Bajra 3. Rice in the husk 4. Rice not in the husk	271,231 42,646 58,933 270,705	19,88,937 1,75,409 2,04,213 13,45,655	40,551 80,070 102,923	1,45,878 2,73,934 3,10,565	1,857 1,408 2,934	4,810 2,162 6,760	43,146 39,172 155,117	2,40,680 1,11,031 10,20,043
	5. Wheat	238,606 23,024 87,305	17,15,884 1,52,005 4,12,539	2,384 1,942 1,257	10,165 17,237 4,440	6 238 9	21 811 40	25,135 1,637 13,208	1,79,858 8,496 38,884
х	Hidgs AND SKINS— 1. Hidgs of cattle— (a)—Dressed or tanned (b)—Raw	1,495 22,473	22,900 3,20,162	9,743	57,368	{ ··· ₄₀₇	 2,329	 7,342	 76,268
	2.—Skins of sheeps, &c.— (a)—Dressed or tanned (b)—Raw	602 8,540	12,678 1,33,334	969	5,278	 81	56.4		
XI	Horns	698	8,379	109	463	***	•••	594	4,657
- 1	Hemp (Indian) and other fibres, excluding jute	27,849	1,63,775	2,377	15,191	306	1,228	7,944	44,018
XIII	I. Raw 2. Gunny bags and cloth	71,134 56 418	3,47,280 8,19,523	592,683 16,914	42,95,65‡ 84,252	74,830	2,61,262	••• • ~ ~ •	
XIV	Lac	19,147	2,83,177	1,197	7,192	386 	1,867 	8,598 5,971	89,027 37,247
ΧV	LEATHER— 1. Unwrought 2. Wrought, excepting boots and	1,139	48 , 560	•••	•••	•••	***	807	2,823
	shoes	745 6.735.810	20,148 2,993 4,094	12	95	2.	12		
,	Carried Offi	0,/35,010	4,094	1,233,478	60,02,877	119,041	3,43,713	1,194,123	35,18,270

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and the earnings therefrom during the Calendar year 1901. 35 and 36 of Report).

		···			5' 6"					
	5		6		7		8		9	Progressive
alcuita Port (Commissioners'	Oudh and	Rohllkhand.	North V	Vestern.	Great India	Peninsula.	Bombay, Baro India (a) to (da aud Central e) & (k) & (l).	No. '
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
Tons.	Rs,	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	I ,
26	38	868	10,939	3,171	75,722	1,144	57,6 ₃₅	313	7,323	
22,752	7,761	33,566	1,23,467	34,675	1,22,420	160,217	4,20,516	69,822	2,82,180	11
726	581	8,988	58,513	65,602	7,92,265	33 8,443	83,14,035	116,252	11,28,867	III
83 1,659 17,261 2,578 	95 1,731 18,519 1,844 	2,817 8,068 9 613 5,623 438	22,310 63,825 63,903 50,009 4,007	2,248 6,576 23,475 24,380 686	48,349 1,04,544 6,55,477 4,80,290 16,420	9,645 13,924 26,854 11,715 585	1,91,454 1,55,109 8,98,046 2,51,940 19,917	170 10.967 4,228 25,810 388	2,710 1,30,715 01,950 4,56,376 7,553	
188	, 133	750	7,491	1,241	30,281	1,167	30,862	2	76	IV
68	77	202	3,438	379	6,037	34,592	4,01,225	28	798	v
	 768	16 1,786	454 17,514	368 10,063	10,509 1,40,269	216 5,295	7,147 1,42,901	3,925	5 ² 51,427	
31 8 3 2,263 207	40 7 5 1,806	39 135 307 247 255 313 2,387,634	292 1,636 2,288 4,091 1,638 2,614 30,268 6,496	 700 23 1,800 357 212 4,373 6,201	13,853 170 50,628 4,128 1,327 54,278 84,116	139 1,447 781 397 32,431 13,862 8,333 2,745	. 1,046 48,589 15,324 10,009 2,66,227 07,786 1,28,633 46,198	56 377 110 65 44 107 2,372 3,703	643 8,636 784 1,163 623 52 43,104 63,152	VI
102 488	78 268	2,106 6,401	7,940 13,814	7,121 24,510	30,852 1,38,614	10,033 18,885	57,005 66,824	5,558 50,554	35,681 1,91,155	VII
596	466	11,944	46,904	21,408	1,60,509	23,480	1,98,015	20,278	1,17,597	VIII
32,052 15 472 28,172	22,221 17 447 20,299	109,474 71,635 3,623 42,057	4,79,909 3,17,042 13,501 1,65,073	175,189 247,718 28,318 128,085	10,81,988 14,89,072 1,10,962 7,66,542	244,389 228,448 1,659 132,330	28,94,788 21,09,887 8,022 9,74,785	104,485 82,548 7,066 92,636	5,42,315 3,52,733 30,693 7,35,855	IX
4,289 1,156 2,640	2,832 1,253 2,090	161,406 7,555 83,908	9,58,131 29,270 5,04,329	697,842 39,058 44,036	69,72,779 1,67,499 2,22,314	135,664 15,089 35,527	11,77,653 1,35,221 3,86,290	42,810 4,943 22,393	2,63,211 42,671 1,27,945	**
 ·55	 95	5 5,353	16 32,630	403 1 0,2 66	3,721 1,18,487	1,462 4,300	26,076 70,091	8 ₄ . 1,301	1,066 9,428	X
•••		 1.573	 6,807	199 9,929	2,737 1,10,907	808 6,999	13,055 99,279	4 1,752	99 23,212	٠
3	6	917	4,433	494	414 ⁸ 3	1,113	16,596	192	3,419	XI XII
1,461	1,009	7,549	27,159	810	6,357	13,735	2,16,953	237	2,816	
370,104	1,54,297	66	367	88	999	309	3,996	1,195	9,038	XIII
1,972	3,809 4,291	13,902 478	77,726 3,301	45,082 . 75 0	3,31,468 7,296	2 1,276 576	2,35,195 7,080	. 9,142	52,205 516	XIV
		10	75	1,689	22,665	947	15,057	396	2,167	XV
20	5	188	2,027	2,288	45,519	802	22,185	1,093	15,364	
496,363	2,46,983	607,202	31,65,647	1,671.813	1,44,86,964	1,561,769	2,02,08,652	687,524	48,38,100	

Details.
Principal
APPR
Principal commodities carried by each railway (by systems GAUGE. CLASSIFICATION NO. Principal commodities carried by each railway (by systems (Referred to in a
(Referred to in parase
5' 6'
auway.
Discription of commodity—conid. Quantity Quantity A East Indian. Eastern Bengal.
Quantity. Earnings Bengal Con.
XVI I Brought former, Tons. P. Earnings. Quantity Quantity
country all kinds, incl. 11 66 733,478 60,02.878 Rs. Rs.
other sorte : 608 275 Rs
XVII METALS 608 1,172 19,446 45,538 275 2,681 2 18 18 2 18 2 18 2 18 2 18 2 18 2 1
$\begin{bmatrix} 1 & 1 & 1 & 1 & 1 & 1 & 1 & 1 & 1 & 1 $
2. Brass, unwrought 3. Copper, unwrought 4. Copper, wrought 7.467 7.5 7.467 7.5 7.5 7.5 7.5 7.65 7.657 7.75
3528
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$
$ \begin{pmatrix} (a) & Cast & & & & & & & & & & & & & & & & & & &$
1 n o " 4nd on 1 16 1 5.68 1 1 26- 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
$O_{11} O_{11} O_{12} O_{13} O_{14} O_{15} $
1. $\frac{1}{2}$ Kerosine $\frac{4.519}{92.026}$ $\frac{27.327}{92.026}$ $\frac{30.742}{30.742}$ $\frac{369}{50}$ $\frac{647}{30.045}$ $\frac{6.500}{30.026}$
3. Cocoanut 4. Mustard 2
101 ton
2. Fant
6. Til or ilnili: 31 16.02 53 47 31 31 31 31 5,160
$XX = \begin{cases} 8. \text{ Others} \text{ Seed} \\ \frac{179,346}{27,76} & \frac{1753,593}{17,02,448} & \frac{10,196}{20,100} & \frac{10}{20} \\ \frac{10,421}{100} & \frac{10}{20} & \frac{10}{20} & \frac{10}{20} \\ \frac{10}{20} & \frac{10}{20} & \frac{10}{20} & \frac{10}{20} \\ \frac{10}{20} & \frac{10}{20} & \frac{10}{20} & \frac{10}{20} \\ \frac{10}{20} & \frac{10}{20} & \frac{10}{20} & \frac{10}{20} & \frac{10}{20} \\ \frac{10}{20} & \frac{10}{20} & \frac{10}{20} & \frac{10}{20} & \frac{10}{20} \\ \frac{10}{20} & \frac{10}{20} & \frac{10}{20} & \frac{10}{20} & \frac{10}{20} & \frac{10}{20} \\ \frac{10}{20} & \frac{10}{20} & \frac{10}{20} & \frac{10}{20} & \frac{10}{20} & \frac{10}{20} \\ \frac{10}{20} & \frac{10}{20} & \frac{10}{20} & \frac{10}{20} & \frac{10}{20} & \frac{10}{20} & \frac{10}{20} & \frac{10}{20} \\ \frac{10}{20} & \frac{10}{20} $
$XX \mid O_{P_{1UM}} \qquad \qquad \qquad \qquad \qquad \qquad \qquad \qquad \qquad \qquad \qquad \qquad \qquad \qquad \qquad \qquad \qquad \qquad $
$XXIII / P_{PASTE-BOARD}$ $= 8,320 / 125 $
1. Dried fruite 8,836 1.28 c 17 61 43 19,342 70,224
1 3. Pot
$XX_{III} _{R_{11}}$
LIGHT CARRIAGE AND ROSE 20,036 7150,240 822 1,660 628
-000mor: "KAII.tr 980 1 -1,408 " 1,40 Kan
Carriages & Parts thereof, 3. Marts thereof, trucks and parts thereof, 151 740 31,492
(a) carals - 1 3,290 - 1
(a) Steel 17.16. and fish-plates (b) Sleepers & keys of steel (c) Sleepers of vie. (d) Out the soft with the steel of the
XX_{IV} S_{AIT} S_{A
1 3,060 10,000 1 600 1 7
1 30.857 ANCIDE 1 230.824 2.706 9.407 17 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
12.913 3.6r co 225
Carried over 15,667 2,03,048 10,601 10,601 2,44,022
7.906,707 3.02 0 1.771 288 3.83,821
1,528,590 $1,528,590$ $1,528,590$ $1,528,590$ $1,528,590$ $1,528,590$ $1,528,590$ $1,528,590$ $1,528,590$
1 34,309 3,85 2
1,522,708 49,99,046

and the earnings therefrom during the Calendar year 1901.

35 and 36 of Report.)

					5′ 6″					
	5		6		7	1	8	T	9	-
alcutta Po	et Commissioner	s Oudh an	d Rohilkhand.	Nort	h Western.	Great Inc	dian Peninsula.	B, B. & C.	1 (a) to (d) and and (l).	Progressive N
Quantity,	Earnings,	Quantity.	Earnings	. Quantity.	Earnings.	Quantity,	Earnings.	Quantity.	Earnings.	
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons,	R _S .	ļ
496,36	2,46,983	607,20	31,65,64	7 1,671,81	1,44,86.96	1,561,769	2,02,08,652	687,524		
42	7 50	5,73	21,96	8 7,013	70,613	8,542	1,18,326	1,420	21,860	xvı
71 71		1,085 820	16,92				55.794	1.086	13,274	
***			***	185	3,341	299	1,972	29	304	
 1,240 4• 85	 1,479 37 81	43 3,39 ⁸ 34 167	428 24,852 195 1,235	1,626	20,367	1,851 2,235 525 1,055	36,875 9,825	635 1,590 173 643	19,322	XVII
267 27 13.570 6,407	189 24 9,845 2,437	2,221 52 10,970 2,329	11,985 176 61,833 20,178	361 33,837	5,187 3,271 5,00,419 1,87,320	2,303 7,441 29,944 4,618	1,07,512 4,61,735	402 406 20,269 5,888	4,048 3,375 1,95,923 74,190	
2,083	1,534	1,012	4,541	2,468	40,814	43,567	3,79,535	 3,036	33,988	
40 29 514 681 52 4	48 58 637 788 334	14,840 106 66 787 634	82,219 461 424 4,603 4,010	470 2,309 3,393	3,52,949 4,609 29,193 31,855 34,328	50,878 787 2,504 202 7,792	36,189 829	15,648 877 736 225 2,987	1,60,793 5,449 9,672 810 25,572	XVIII
1,114 34,162 908 10,683 890 	794 19,452 471 7,275 689 	4,865 56 42,989 11,753 35,048 10,358 8,677	20,060 262 1,78,491 49,304 1,64,430 44,773 36,025	45 10,848	1,133 903 1,55,979 4,530 21,73,410 1,72,377 2,69,913 9,80,690	44,004 5,127 78,944 17,533 47,025 101,474 159,998	51,932 10,27,546 2,57,021 6,40,061 12,26,166 16,89,434	17,834 500 9,293 14,260 84,334 20,536	1,54,327 4,646 78,523 1,30,802 5,67,805 1,16,991	XIX
6,263	6,048	1,232	26,780	95	1,205	436	12,383	9,171	58,651 63,208	xx
6,305	4,859	3,185	17,029	2,400	38,200	3,668	70,204	1,818	27,251	XXI
669 	7 666 	2,026 2,118	19,628 12,769	21,709 7,918	4,04,3 4 3 86,896	35,571 16,178	5,83,734 2,53,963	20,074 6,406	2,01,280 62,739	XXII
1,150	1,159	1,249	13,538	10,385	1,64,102	26,012	3,10,913	 25,979	1,19,088	
								,		XXIII
274			}		26	686	4,973	99	415	
3,832	٠.,	•••	}	3	20 {	1,382	7,670	1,002	4,472	
16,592	735	***	***,	616	3,941	7,620	37,317	3,389	10,968	
6,093	9	 656	 3,004	23,269	1,87,912	2,771	22,618	520	387	
90	47	70,035	2,92,778	110,462	7,48,960	15,638 187,743	2,21,118	21,189	75,825	vv·••
			.5-111	220,402	73403900	107,743	16,44,376	164,245		XXIV XXV
3,758 32	1,902 35	550 201	1,760 815	3,648 8,207	24,02 8 74,687	326 2,829	4,779	1,064	9,167	AAY
5,280	3,09,078	846,499	43,14,030	2,311,937	2,13,85,298	2,496,749	36,490	724	75.91,115	

Appendix 19. Principal Commodities—Details.

Principal commodities carried by each railway (by systems)
(Referred to in paragraphs

+,	GAUGE.				5	' 6"			
Fro-	CLASSIFICATION No.		I		2		3		4
gressire No.	Raliways.	East	Indian.	Easter	n Bengal.	Bengal	Central.		·Nágpur. X (b)
	l'escription of commodity—concid.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
. XXVI	Brought forward SILK—	7,906,707	3,93,94,047	1,528,590	71,65,602	134,369	3,85,417	1,522,708	49,99,046
	I. Raw— (a) Foreign (b) Indian	1 897	16		1,827	{ :::	***	ź 354	6,209
	2. Piece-goods— (a) Foreign (b) Indian	3	70 4,866			 	. :	,,	
XXVII	SPICES— 1. Betel-nuts 2. Cardamoms 3. Chillies 4. Ginger 5. Pepper 6. Others	10,885 439 7,615 711 845 7,296	2,40,690 11,350 1,37,334 7,215 20,460 1,38,216	267 2,581 889 282	79,798 5,663 15,794 13,903 5,038 10,348	4,649 217 317	16,515 588 1	2,733 3,476 2,531	26,118 37,076 18,097
xxviii	STONE AND LIME	215,137	8,72,299		35,027	1,648	2,050	31,195	i,28,569
XXIX	Sugar-						ī		,
	Refined or crystalized, including sugar-candy	16,381	1,43,097	8,197	52,073	437	1,714	. 8,062	56,764
	2. Unrefined— (a) Sugar (b) Gur, rab, jaggree, molasses and other sac-	65,065	3 79, 294	11,962	56,706	3,972	8,755	, •••	•••
373737	charine produce .	133,961	6,04,723	16,929	84,838	975	2,868	12,509	1,18,410
XXX	1. Foreign	1 1,2 5 5	10 23,324	} 38,146	7,64,303	{ ··· ₁	 4	. 270	 ;2,486
XXXI	TOBACCO— 1. Unmanufactured	32,758	3,21,931	33,469	3,22.894	1,237	5,575	4,352	36,173
	2. Manufactured— (a) Cigar (b) Other sorts	133 1,523	3,874 36,616	} 208	3,088	{ 	 76	 409	 6,452
HIXXX	Woon— 1. Timber, unwrought 2. Manufactures	61,116 6,453	2,08,786 70,783		45,384 18,643	2,149 264	6,640 1,172	33,065 1,719	1,45.775 11,612
XXXIII	ı. Raw	:, 812	35,845	1,179	29,897	•••		. •••	
	2. Manufactured— (a) Carpets and rugs (b) Piece-goods, European (c) Piece-good, Indian (d) Other sorts of manufactures	1,020 126 754 901	17,361 1,267 17,093 22,866	{ 76	731	{ ::: { :::	···	;•• ••• •••	
XXXIV	I. Bones . 2. Firewood . 3. Indigo seed . 4. Paints and colours . 5. Seeds other than oil-seeds . 6 Manures . 7. Lucifer matches . 8. Others	16,236 26,678 8,914 2,005 9,047 419,742	93,749 51,959 68,786 28,992 56,162 39,13,823		5,61,299	4,863	. 17,211	 15.914 46,652	 18,645 2,97,984
XXXV	TOTAL .	8,956,528	4,69,39,615	1,780,619	92,72,856	155,108	4,49,530	1,685.949	59,09,416
- AAAY	ANIMALS— I. Horses 2. Cattle 3 Sheep, etc. 4. Elephants	1,449 2,252 1,782	87 634 52,574 51,944	13 70 162	413 615 1,477 	•••	8 5	- 61 36 1,907	·4,609 509 18,334

and the earnings therefrom during the Calendar year 1901.
35 and 36 of Report.)

		ï -		5'	67				-	
	5		6		7		8		9	Progressi
Calcutta Pnrt	Commissinners	Oudh and	Roblithand.	North	Western.	Great Indla	n Peninsula.	Bnmbas, Bar Id (a) to (e)	oda and Central adia $(k) \otimes (l)$.	Progressive Nn.
Quantity.	Earnings,	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings,	
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
615,280	3,09,078	8,46,499	43,14 030	2,311,937	2,13,85,298	2,496,749	3,09,29,953	1,149,802	75,91,115	
					1		<u> </u>		 	XXVI
··· 66	 106	•••	•••	351 123	7,577 3,837	155 79	2,365 4,572	405 1,531	. 9,998 28,518	
 9	16	2	84	30 65	640 1,444	8 ₂ 5	3,708 489	.63 .67	2,095 1,768	
2,683 . 253 . 77 . 127 . 183 809	2,543 258 82 110 223 758	2,022 45 1,204 324 115 902	34,391 478 9,437 3,120 1,179 5,374	522 186 4,402 1,065 656 3,207	5,566 2,826 40,368 13,025 19,532 30,058	7,148 59 9,767 466 587 9,122	1,61,269 2,304 1,21,411 11,718 21,888 1,44,738	1,059 22 3,063 669 435 8,978	18,582 535 38,758 7,212 9,693 93,861	XXVII
3,428	1,598	62,264	98,710	358,234	4,42,863	87,870	2,45,355	35,745	87,813	xxviii
į	, ,									XXIX
33,689	20,799	8,651	40,236	61,071	11,82,967	55,805	10,00,250	35,995	4,26,968	
3 ,859	3,049	57,623	2,65,361	10,156	80,955	9,456	1,00,635	514	4,087	
i,632	1,597	103,035	3,89,672	137,625	9,26,735	87,571	12,28,709	31,079	1,79,434	
 52,814	 6,470	 1,814	; 12,604	457 2,3 ₄ 1	12,794 37.832	· 682	1,976 19,263	242 206	3,538 3,583	XXX
i,694	i,560	5,960	27,703	15,248	1,47,033	8,906	96,917	25,314	1,57,964	XXXI
13 6 0	28 107	57 239	729 1,758	154 1,258	5,249 30,241	88 ₂ 330	33,060 7,671	420 837	3,283 5,020	
3,772 493	3,219 251	83,131 4,382	1,45,425 21,982	78,170 6,838	2,69 90.4 62,911	84,324 2,407	3,64,416 28,319	17,149 3,440	1,01,395 26,870	XXXII
1,769	2,016	310	1,378	12,464	3,46,071	915	17,490	2,165	47.298	XXXIII
2 21 	11 24 	 275	3,209 	228 975 1,715 559	4,357 19,112 33,454 13,482	57 230 341 986	2,408 8,208 11,793 15,844	192 137 336 11	5,229 3,019 7,244 131	
										XXXIV
•••				30,163 101,147	2,05,558 1,67,790	30,175 09,598	1,31,772	51,127	1,90,067	
559	327	145,011	7,41,005			••• •••	•••	•••	:::	
26,757	18,515			 1,141 350,889	59,770		 15,51,164	 208,506	10,23,701	
750,055	3,72,747	1,323,866	61,17,869	3,493,377	2,73,04.890	3,088,027	3,63,71,348		1,00,78,779	
		689 353 7	13,639 4,058 310	3,351 1,872 141	1,05,686 33,451 5,080	521 16,753 12,281	31,870 1,47,960 2,05,388	137 11,923 7,939	4,124 1,56,708 1,49,041	xxxv

Appendiz 19. Principal Commodities—Details.

Principal commodities carried by each railway (by systems)
(Referred to in paragraphs

5' 6" 3' 37" GAUGE. 11 12 10 9 CLASSIFICATION No. Pro-gressive No. Madras. Bengal Dooars. Rajpotana-Malwa. ff; to (f)
(3' 3]") Nizam's Goaracteed State. Rallways. Earoings. Quantity. Onactity. Earnings. Quaotity. Earolugs. Quantity. Earologs. Description of commodity. Rs. Tons. Rs. Tons. Rs. Tons. APPAREL INCLUDING DRAPERY, Tons. Rs. 1 HAPERDASHERY, MILINARY, UNI-FORMS, ACCOUTREMENTS, BOOTS 3,890 166 4,331 219 22 126 474 14,071 AND SHOES . Coal and coke carried for the pub-H 13,64,531 542,246 3,956 62,870 375,090 12,49,327 8,946 lic and foriegn railways 15,206 Ш COTTON-1,84,869 1,29,110 18,750 12,725 I. Raw 66,121 9,87,942 2. Manufactured-(a) Twist and yarn, Euro-46,235 1,13,126 41,266 3,219 5,447 226 2,413 pean . 2,932 2,645 1,626 15,405 6,550 8,678 Twist and yarn, Indian . 13,663 3,54,407 44,379 44 125 1,61,937 6,75,386 69,373 (c) Piece-goods, European . 7,928 40,355 417 1,575 89,993 Piece-goods, Indian 25,136 23,042 22 133 10,110 280 2,936 QO 1,492 (e) Others . CHEMICALS, EXCEPTING IV SALT-1,578 80 2,098 57 74 I PETRE 3 5 v Drugs-1. Intoxicating other than opium .
2. Non-intoxicating-1,911 160 22 130 441 5 *** (a) Medical preparations (b) Others 1,385 328 4,426 1,896 8,586 26,430 38,548 858 2,953 19 125 DYES AND TANS—

1. Al (Morinda Citrifolia)

2. Alizine and aniline dyes

3. Cutch. VΙ 571 46 ... 216 3,483 256 5,760 324 4,225 ••• ... 1,163 51 1,581 129 136 383 1,496 99 409 4. Indigo 18,328 10,616 5,257 2,881 2,056 337 *** ... 5. Myrabolans
6. Tanning barks
7. Turmeric 2,072 302 2,081 ••• 799 3,467 23,390 13,860 28,331 11,463 1,62,843 7,794 4,189 7. Turmer 8. Others 1,105 72,344 10,572 *** 80,168 4,068 3,178 303 1,083 VII FODDER-33,882 1. Oil-cake 6,074 2,279 5,028 13,050 21,738 15,680 2. Hay, straw and grass. 3,471 2,732 6,486 1,785 б,530 121 434 VIII FRUITS AND VEGETABLES, FRESH . 27,083 1,58,039 8,839 2,454 22,524 56,157 7 46 ĮΧ GRAINS AND PULSE-1. Grams and pulse 5,31,434 2,81,753 6,66,984 6,58,649 **≭**99,481 23,40,669 29,968 1,61,814 99,202 70,660 1,037 3,001 lawar and bajra 174.050 2,887 14,43,389 44,735 892 2,04,225 Rice in the husk . 14,922 4,568 165,231 570 1,590 Rice not in the husk 63,113 193,642 8,168 48,894 2,92,157 71,863 4. 135,117 9,077 26,242 Wheat Wheat flour 21,82,970 11,523 35,899 13,469 2,406 54.093 15,058 2,596 4,720 III 497 465 7. Others 10,90,359 115,629 68,270 2,190 9,195 3,20,607 260 X HIDES AND SKINS-1. Hides of cattle-(a) Dressed or tanned 487 46 719 6,688 37,971 (b) Raw 2,602 31,280 5,961 56,768 78 271 Skins of sheep, etc. (a) Dressed or tanned 1,170 58,248 7,345 (b) Raw 31,928 2,964 20,354 22,495 2,225 1,77,004 IXHorns . 1,217 137 271 3,145 546 3,555 XII HEMP (INDIAN) AND OTHER FIBRES EXCLUDING JUTE . 1,471 14,000 307 3,406 2,094 8,476 XIIIJUTE-I. Raw 3,447 35,990 7,536 61 656 16,696 2. Gunny bags and cloth 16,100 1,32,246 35,886 4,271 12,015 78,204 140 XIV 448 4,216 25 345 108 936 xvLEATHER-I. Unwrought 469 4,351 1,067 13,471 807 б,420 2. Wrought, excepting boots .., *** and shoes 8**5**1 10,550 158 2,306 519 9,594 ••• ••• Carried over 962,084 1,04,65,667 1,262,835 565,379 24,84,290 52,22,556 бо,417 23,339

and the earnings therefrom during the Calendar year 1901.
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					3′ 3⁵″							
13	(a)	1	4		15	10	5		1	7		Progract
Dibra	Sadyia.	Assam-I	Bengal.	Deog	ghur.	Bengal and No	orth-Western.			KUMAON BY		Progress No.
Qnantity.	Earnings.	Quantity.	Earnings.	Quantity,	Earnings.	Quantity.	Earnings,	R. & K.	Earnings.	Powayan Quantity.	Light (c).	
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	1
š		219	2,658			487	4,933	347	4,205	11	43	
243,608	4,28,878	13,214	31,320			43,148	74,776	537	634	,,,	1.1	11
215	3,097	888	6,572	.,.		934	8,928	53	308	2	6	Ш
	•••	602	2,566	36	9 2	225	1,607	4	18	۰۰۰ ج		
	•••	2,601	723 17,231	250 250	65	4,4c6 19,053	34,747 142,318	1,701	8,850 92	6 80	16	
*** `***	***	123 35	1,454 183	30	9	4,062 17	30,527 146	1.639 55	14,112 490	1	151	
	<u>.</u>	. 204	• 444			47	247	66	6*0	1		ΙV
•••	***	• 204	1,444	***	'	47	341	00	610	•	1	v
•••	•••	5	90			169	2,030	7 5	889	1	3	,
31	4 ⁸ 3	76 72	1,106 470	:::		 2,296	 15,525	15 1,407	207 10,032	 6		
	٠,,					1	6	,	бо		,,,	νı
	***	1 51	172			40 : 571	379 3,383	7 8 276	56 1,056	4	12	
٠	٠	6	21			2,227	18,374 147	20	108			
•••	•••	1	1		***	25 462	2,267	965	3,113	29	83	
•••		40 41	275 514			3,333 523	27,278 3,093	463 35	2,440 383			
		209	661	15	4	5.556	12.733	308	875	2	3	VII
•••	•••	268	484			5,556 3,856	21,871	628	1,431	2	3	1
40.	400	850	5,604	3	5	9,164	26,656	3,748	31,596	64	158	VIII
•	ſ	2,038 24	10,715	750	186	73,562 2,803	2,62,472 10,732	36,030 6,329	78,533 16,105	140	175 244	
*****	v 20 507	2,813 78,687	6,779	100 60	28 17	29,448 17 5 ,786	88,248 6,95,960	3,227	8,858 24,582	106	206	
19,108	1,39,527	343	3,13,165			29,357	1,26,902	24,109	60,484	1,527	2,097	1
	\ \	1,401	8,470 267	15	4	1,187 130,889	8,539 5,43,669	719 24,587	3,330 61,791	677	946	
								1				x
***	***	8 418	108 3,005	:::		5,53 ⁶	33 29,869	622	2,695	46	127	
•••	•••	 46	1 424	:::	•••	12 2,482	70 12,407	 28o	1,148	4		
		7	69			72	477	81	374	1	2	ХI
	***	82	267	/		103	448	3,288	11,571	236	374	XII
	4			1								XII
•••	•••	24,178 680	59,964 3,329	"12	4	1 ,0 34 14,206	5,175 78,102	2,793	9,612	{ ··· ₄₀	83	
•••	•••	727	2,292	15	5	1,913	7,440	73	362	1	1	
•••	•••	·	12			1	4	11	88		1	xv
•••		4	67			43	379	9	71	1	1	
262,962	5,71,985	131,095	4,85,403	1,291	338	569,041	23,02,991	126,174	3,61,225	3,212	4,851	1

Appendix 19. Principal Commodities—Details.

Principal commodities carried by each railway (by systems).

(Referred to in paragraphs :

								1	n paragraph
	GAUGE,					reludeded.			3'31"
1. Progressive	CLASSIFICATION No.		9		10	-	11		12
No.	Raliways.	Rajputana-	(3, 3 <u>1,)</u> yrsims (\)ro(\). N. G.	S, system.	Ma	dras.	t'enga	1 Dooars,
4-1	Description of commodity-centd.	Quantity.	Carnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earrings.
		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
	. Brought forward .	962,084	1,04,65,66	7 565,379	24,84,200	1,262,835	52,22,55%	23,239	60,417
î IVX	Liquors—					. (-)			
Ĩ	1. Ale and beer 2. Spirits of all kinds, including country spirits.]	8,161	268	4,010	3.944	33,494		•••
	3. Wine 4. All other sorts, including toddy and fermented liquor other than ale and beer.	570 13					2,835 8,777	2	13
XVII	METALS— 1. Brass, unwrought 2. Brass, wrought 3. Copper, unwrought 4. Copper, wrought	857 3,021 220 689	43.401	247 43	1,990 2,715 392 1,217	797	8,571 7,319 1,231 643	••• 5	11
·.	5. Iron and steel— (a) Cast (b) Unwrought	20S 509		2,296	17,288	1,700 3,027	21,832	118	759
	(c) Wrought (d) Manufactures 6. Zinc and spelter 7. Others	17,573 2,750 5,468	29,635	1,629	35,2(0 18,107 9,984	11,267 7,056 4,020	1,14,550 43,624 27,153	615 793 832	2,118 5,499 4,517
· xviii	Oils—	3 , 1, 2, 2	,		9,,-1	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	,,,,,,	-3-	113.7
`	1. Kerosine	9,16 <u>0</u> 994 447 900 2,013	86,377 7,437 9,038 8,565 17,812	6,403 237 276 2,987	45,345 2,351 3,032 3 27,399	25,855 1,695 2,655 159 5,777	1,75,642 6,393 20,577 928 35,596	636 56	2,591 , 294 122
xix	Oil-seeds-								
Ĭ	1. Castor	23,474 408 9,641 17,395 113,030 22,876	33,678 6,522 60,773 1,28,262 10,53,302 1,80,650 48,012	46,404 172 9,741 163 122 17,053	2,63,536 1,401 55,:81 801 607 1,00,956	23:413 3:13:) 268 115 581 26:318	81,183 15,023 753 805 3414 1,27,042	301	
\sqrt{xx}	Опин	3,399	56,575	37	51,631	34,469 34,469	1,87,835 1,221	•••	•••
XXI	PAPER AND PASTE-BOARD	1,548	25,764	691	8,917	6\$o	8,551	 3	6
XXII	PROVISIONS— 1. Dried fruits	12,030 9,720	1,45,807 1,40,416	13,859 1,8.5	1,13,127 22,138	16,332 4,204	59,480 41,025	7	2.ţ
XXIII	RAILWAY PLANT AND ROLLING STOCK CARRIED FOR THE PUBLIC	7,436	50,858		21 356 }	76,035	5,31,265	234	1,128
	AND FOREIGN RAILWAYS— 1. Locomotives, engines and tenders and parts thereof. 2. Carriage and trucks and	71	301		***	26 8	1491	14	
	tenders and parts thereof. 3. Materials—	I	2	***	•••	1	51		
	(a) Steel rails and fish plates. (b) Sleepers and keys of	2,726 2,203	15,736	1,591 368	9,626 2,974	1,755	14,640 4,056	865	
	steel and castiron. (c) Sleepers of wood (d) Others	15,575	35,768	362	2,861 {	 386	2,23S		16,696
·	SALT	269,940	22,89,678	35,654	2,05,715	79,961	4,03,819	2,64	140
	SUBSTANCES— 1. Saltperre 2. Other saline substances	5,448 1,809	35,926 11,669	216 1,052	1,669 6,616	123	1,300	•••	
70	\	1,539,724	1,53,74,220	730,471	35,48,644	1,615,095	72,69,832	31,5	··· 50,417

and the earnings therefrom during the Calendar year 1901.

					3′	11"						
14	ı (a)		*	14		1	5		1	7		
Dibru	-Sadiya,	Assam	-Bengal.	Deo	ghur.	Bengal and N	orth-Western.		ILEUND AND			Progression.
Quantity,	Earoings.	Quantity.	Earnings.	Quantity.	Carniogs.	0			(a) & (b).	Powayao		
				Suapitity.	Larnings.	Qnaotity.	Earnings.	Quantity.	Earnings.	Quantity.	Earologs	
Tons.	Rs.	Tons.	Rs	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
262,962	5,71,985	131,095	4,85,403	1,291	338	569,041	23,02,991	126,174	3,61,225	3,212	4,851	
,	۱ . ۲	. 97	~751	***		73	403	891	4,905			xvi
179	1,637	89 84	1,111	•••		3	17	48	552	ī	6	İ
	l	,	1,119 - I	4**	***	183	1,836 •••	136	1,730	22	92	
					_							XVII
	j	12 174 1	129 1,121 11	4	6	293 1,518	1,602 9,811	99 387 14	2,187	12 83	17	1
,		17	225	•••	***	25 162	1,346	31	79 190	2	2	
3,584	31,703	64 8	560 56 10,830	100	28	773 61	3,902 301	297 273	1,700	4 3	8 6	1
		1,725	9,851	15	5	7,455 3,832	31,895 17,792	1,943 216	10,326 1,265	50 12	87 20	
	, į	} 527	4,752	{		2,186	14,980	161	921	25	33	
	ا ا	2.25										XVII
3,454	6,797	3,376 16 36	14,101 156 2 <u>5</u> 2	100	29	15,597 243 189	50,358 1,209 1,048	1,942 21 9	6,102 106 72	33	53 2	
		463 98	2,383 785	40	13	262 427	1,744 3,430	119	749 235	•••	" 1	
							5 5					XIX
***		14 4	45 14	10	3	5,312	14,144	3,637	9,727	13	23	
•••	• •	23 ⁸	518 2	•••		103,506 3,555	3 60,236 17,317	9,534 2,009	21,994 3,476	291 2	290 2	İ
•••	:::	494 929	2,030 3,223		:::	16,505	86,357 2,517	9,062 1,539	30,875 3,808	363 150	523 234	
	•••	37	174	{ :::	:::	16, 143	69,996	227	616	23	22	
•••	•••	3	56			2,894	52,824	199	2,156	•••	***	XX
•••	•••	82	474	•••		401	2,576	53	388	•••	1	XXI
	. (80 240	484 1,832	3	′	963 4,299	10,885 29,809	290 256	2,445 1,540	14 12	41 33	XXII
211	1,838	4,493	29,539	20	5 6	6,185	29,309 27,496	610	4,717	22 33	40 69	
		,.	, 60,				,,,,					XXII
							•••					
		3	25						:	•••	•••	
		112	235					. 5	16	•••		
		4	235			, 165						
		} 117	308	ş]				3,110	11,976	13	25	
377	3,192	5,178	14,190	90	24	91,529	48 2,58,376	13,144	33,684	182	288	XXI
27.	0, 9=	<i>5,-1-</i>		9-	-4	3-10-4		-37-77	55, 11			xxv
		25 5	102			11,128	34,709 856	46 157	135 499	•	1	
270,767	6,17,152		35 5,86,883	1,673	457	866,157	34,13,121	176,670		4,578	6,895	1

Appendix 19. Principal Commodities—Details.

Principal commodities carried by each railway (by systems)
(Referred to in paragraphs

	GAUGES.				5' 6"			3' 31"	
	CLASSIFICATION No.	<u></u>	9	I	0	I.	1	12	
Pro- gressive No.	Railway.	Rajputana-Ma	lwa (f) to (j).	Nizam's Guar	anterd State.	Mad	ras.	Bengal De	poars.
	Description of commodity—concid.	Quantity.	Earninge.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
XXVI	Brought forward • • •	1,539,724	1,53,74,220	730,471	35,48,644	1,615,095	72,69,832 —————	31,358	85,307
	1. Raw (a) Foreign	246 12	13,043 522	8 1	163 31	3 168	7 I 3,235	•••	, :::
	2. Piece-goods— (a) Foreign (b) Indian	82 27	4,855 1,300		14 26	3 45	91 433	•••	
XXVII	SPICES — 1. Betel-nuts 2. Cardamoms 3. Chillies 4. Ginger 5. Pepper 6. Others	763 36 4,270 302 372 12,691	10,064 1,224 48,329 7,648 12,806 1,37,274	1,123 2 6,543 103 41 1,799	11,132 38 69,413 1,070 513 16,345	9,870 8 14,786 527 1,076 3,539	\$9,365 85 1,02,273 3,680 13,361 18,470	88 12 6 	228 58
IIIVXX	STONE AND LIME	35,095	1,02,509	9,981	36,922	72,506	1,01,062	296	973
XXIX	SUGAR— 1. Refined or crystalized, including sugar-candy.	27,219	2,81,850	4,200	33,506	12,709	67,060	10	30
•	2. Unrefined— (a) Sugar (b) Gur, rab, jaggree, molasses and other saccharine produce.	46,924 104,006	3,84,207 13,06,307	993 8 ,127	8,392 , 63,032	59,842 5,641	20 842- 2,64,317	. 59 284	175 1,154
XXX	TEA I. Foreign	212 188	5,413 2,956	20 44	275 925	23 681	178 10,518	30,545	 2,13,140
XXXI	Tobacco— 1. Unmanufactured 2. Manufactured—	14,207	1,50,913	2,351	34,588	20,115	1,15,043	2,631	5,332
XXXII	(a). Cigar (b). Other sorts	137 660	4,643 7,575	80 28	1,252 425	825 1,032	9,485 14,458	8	 50
_	1. Timber, unwrought	16,199	73,919	16,377	65,371	1,68,339	4,81,503	748	2,139
	2. Manufactures	3,362	16,441	1,350	11,819	7,361	43,156	612	3,150
XXXIII	1. Raw	4,3 99	74,873	126	960	1,643	16,430		·
	(a) Carpets and rugs . (b) Piece-goods, European . (c) Piece-goods, Indian . (d) Other sorts of manufactures.	186 189 595 16	7,730 7,657 16,488 229	91 10 244 1	1,405 115 3,177 13	430 258 281 535	3,673 6,436 3,770 6,894	 	•••
XXXIV	ALL OTHER ARTICLES OF MER- CHANDISE— I. Bones Firewood Indigo seed Paints and colors Seeds other than oil-seeds Manures Lucifer matches Others	59,731 157,595	71,601 12,15,157	31,392	2,24,496	 87,900	 7,71,112	6,468	24,811
*******	Total .	2,029,445	1,93,45,753	815,510	41,34,062	2,085,241	94,36,838	73.125	336,559
XXXV	ANIMALS— I. Horses 2. Cattle 3. Sheep, etc. 4. Elephants	248 12,406 2,225	8,941 2,13,642 29,218	19	464	856	30,088 6,156 7,282		

and the earnings therefrom during the Calendar year 1901. 35 and 36 of Report.)

13	(a)	1	14		15		16		17			
	` <u>`</u>				-J					17		Progressi No.
Dibru-	Sadiya.	Assam-I	Bengal.	De	oghur.	Bengai and I	iorth-Western.	R.& K.	(a) & (b).		ran Light.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quactity.	Larnings.	Quantity.	Earnings.	Quantity.	Carnings.	
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
270,767	6,17,152	150,966	5,86,883	1,673	457	866,157	34,13,121	176,670	5,22,021	4,578	6,895	
•••	••• •••	 20		 	 	 5	27			•••	***	XXVI
•••	 	 I		 	 	***	***	 	***	•••	***	
 	 	1,241 292 1 36 88	8,392 2 1,560 11 230 660	 	 	2,574 226 2,761 234 266 3,315	17,820 2,025 19,285 1,753 1,947 26,305	140 24 284 94 17 460	1,289 112 1,643 517 116 1,490	8 10 47	1 19 33 88	XXVI
1,330	3,887	575	1,577	•••		9,632	24,383	2,803	5,494	32	59	XXVI
		307,	1,356	•••		18,555	89,113	353	1,426		***	XXIX
298	2,626	1,034 2,639	4,540 11,298	5 35	2 9	12,812 49,534	62,959 2,38,783	5,3 ⁸ 5 29,380	13,777 99,219	1,009	1,008 288	
7,608	63,961 {	 10,762	 94,4 3 4	•••	·			 2 68	3,901	***	•••	xxx
***	4	391	2,591	25	7	28,199	1,91,661	995	5,3 ⁸ 9	12	31	XXX
•••	·	7 211	128 1,504	 5	I	26 230	296 1,812	18 697	243 3,317	16	34	
4,317	20,075	5 35	2,288	•••	***	15,018	26,088	25,584	80,401	311	615	xxx
•••		1,619	10,638	•••	44	2,100	10,738	747	4,040	42	102	xxx
		•••	5	•••	•••	88	1,617 26	248	2,181	•••		
	 		 2 13 ⁸	••• ••• ••	 	4 4 149 32	48 1,355 213	 9 69	77 82 413	2	3	
				ı								xxx
- 9,235	37,110	Included oth		*** *** *** *** *** *** ***	`	16,981 5,465 32,911	35,824 30,919 1,50,977	46,915 21,779	42,690 83,267	7,529	18,464 610 	
293,555	7,44,811	178,967	7,76,224	1,743	476	1,067,296	43,49,232	312,950	8,73,105	14,230	28,251	
 69 	 477 	5 8 75	74 130 - 924	••• ••• •••		12 29 68	352 626 1,406	9 6 	86 106 			XXX

Appendix 19. Principal Commodities—Details.

Principal commodities carried by each railway (by systems)

(Referred to in paragraphs

	GAUGE.				3'	o!"•			
	CLASSIFICATION No.	1	8	1	9	20	,	21	
Pro- gressive No.	Railway.	V Jodhpur-	Bikaner,	V Udalpur	·Chitor,	Bharnaga-Gor L'erbar	dat-Junagad- dar.	Southern N	lahratta,
	Description of commodity-confd.	Quantity.	Carnings,	Quantity.	Earnlegs.	Quantity.	Lamings.	Quantity.	Parriegs.
1	Apparel, including drapery, maderdashery, millinery, uniforms, accoutrements, boots	Tons.	Rs. 897	Tons.	Rs. 65	Tons. 167	Rs. 1,498	Tons. 230	Rs. 3,478
11	AND SHOES. COAL AND COKE CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS.	13,070	19,276	7	14	91	228	2,212	12,787
ļii 🗸	COTTON— 1. Raw	9,776	24,783	340	2,035	12,39	81,815	3,8,834	1,87,270
	2. Manufactured— (a) Twist and yarn, Euro-	31	91	1	6	24	196	2,554	24.3 ⁹ 5
	pean. (b) Twist and yarn, Indian (c) Piece-goods, European. (d) Picce-goods, Indian (c) Others	467 800 2,279 57	2,818 9,509 13,369 197	10 20 349 1	74 151 2,755 5	591 549 1,002 8	2,940 5,108 7,319 109	9.630 3.660 4.460 453	85,816 35,743 5-,019 4,521
1V	CHEMICALS, EXCEPTING SALT-	121	167		•••	51	692	5:6	5,607
v	DRUCS— 1. Intoxicating other than opi- um.	13	72	1	7	24	344	91	3,981
	2. Non-intoxicating — (a) Medical preparations . (b) Others	2 831	21 3,306	46	333	50 71	581 603	149 530	2,445 4,850
V I .	DYES AND TANS— 1. Al (Morinda Citrifolia) 2. Alizarine and aniline dyes 3. Cutch 4. Indigo 5. Myrabolams 6. Tanning barks 7. Turmeric	 17 54 31 9 246	 47 9 73 ² 121 40 1,535	25 7 1 3 1 11 66	153 52 6 34 3 55 500	64 15	160 485 32 13 197 72 1,172	1 174 176 166 4.121 17,616 6,550	15 1,738 1,226 1,949 18,755 51,050 43,812
VII	8. Others	485 78	2,412 283 5,809	7	195	261	1,141	635 5,075	4.798
VIII		1,772	5,012	53 138	1,001	59 4,22\$	19,036	1,243	6,015 77,392
/X	GRAIN AND PULSE — 1. Gram and pulse 2. Jawar and bajra 3. Rice in the husk 4. Rice not in the husk 5. Wheat 6. Wheat flour 7. Others	5,706 42,744 3,139 24,630 15,059 484 14,074	26,823 1,56,260 7,392 79,554 53,468 1,956 70,030	1,588 431 56 970 3,778 20 11,241	4.500 16,243 105	5,450 33,179 163 15,935 10,732	21,266 1,01,568 441 67,418 61,155 827 27,858	57,072 95,847 8,339 66,135 10,183 1,655 23,866	3:35,045 5;38,406 34,721 4:26,293 55:355 12:775 1,07;298
x	HIDES AND SKINS— 1. Hides of cattle— (a) Dressed or tanned (b) Raw 2. Skins of sheep, etc.—	16 541	136 3,952				106 974	32 773	195 5,809
	(a) Dressed or tanned (b) Raw	2 417	20 1,867			34	316 823	29S 6,105	1,210 40,663
XI XII	Horns Henp (Indian; and other pieres, excluding jute,	8 ₀	31 474		51	20	132	302 1,905	2,579 13,254
XIII	JUTE— 1. Raw 2. Gunny bags and cloth LAC	100 2,717 68		239	1,25	1,721	6 5,453 34	6,539	\$62 40,802 128
, XV	LEATHER— 1. Unwrought 2. Wrought, excepting boots and shoes.	21 285	111 694		80	129		532	6,627 3,213
-	Carried over .	141,880	5,04,852	19,755	78,25	101,594	4,11,973	395,507	22,77,054

and the earnings therefrom during the Calendar year 1901.

			3′ 31′	···			. 21	6"		3'	0"	
2	22	2	3	2.	4	2	5	2	6	30		
West of I	ndia Portu-	South	Indian.	Burr	na	M	oryi.	Bar	ni,	Danjeeling-l	limalayan.	Progressi No.
Quantity.	Carnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Farnings.	Quantity.	Earnings.	Quantity.	Earnings.	
Tons.	Rs.	Tons.	Rs. 3,622	Tons. 361	Rs. 7,354	Tons	Rs. 155	Tons.	Rs. 4	Tons.	Rs. 3,821	1
•••		21,834	27,163	123	149	161	5 7 4	12	17	1,312	12,141	II
8,241	29,054	22,630	1,29,055	1,518	9,772	1,950	14,303	25,431	69,524	1	25	III
458 279	2,163 1,377	2,940 6,839 7,561 3,341 226	29,790 60,531 1,06,429 36,861 1,765	4,177 445 4 742 356 4	67,269 4,470 68,001 4,595 41	 30 2 197	 173 13 1,253	69 72 206 61	231 199 733 231	10 123 405 93	276 3,392 10,899 2,161 18	
•••	•••	77	1,962	133	3,215	5 5	35 63	9	47 28	•••	454	īV
		7	70			132	46o	0,4	1	,		v
39	233	276 2,148	2,308 18,564	92 153	1,919 1,821	13 148	135 787	4 47	18 102	31 57	568 , 1,450	VI
 30 399	 145 948	3 523 166 474 619 5,397 4,663 1,469	65 5,883 1,064 3,883 4,182 44,045 38,944 10,346	 1,209 41 162 1,495 156	 10,764 2 4 ² 4 938 10,943	33 3 1 1 	77 16 2 5 71 194	10 35 4 11 12 192 56	34 93 15 25 48 525 171	 8 1 57	 6 162 20 1,305	
•••	***	33,710 611	1,14,245 1,936	1,189 131	4,379 1,059	6	16 89	19 19	4 ² 26	12	264	VII
4,839	14,156	27,193,	1,53,055	15,529	1,08,177	135	641	22	61	1,446	18,800	VIII
8,899	21,847	15,699 134,194	2,13,423 73,136 3,67,807 3,44,733 6,296 7,912 73,170	15,807 3,483 513,687 50,586 760 3,442 3,587	1,08,672 29,690 26,17,956 2,36,124 3,715 28,463 27,450	3,390 7,330 65 863 2,011 66 130	10,641 22,395 223 2,456 7,408 271 429	3,520 900 22 1,620 1,324 10 57	7,592 1,984 51 3,567 2,827 29 135	316 *** - 9 8,387 *** 846 390	4,877 78 1,02,637 7 17,205 3,315	X
	[1,599 1,961	8,040 15,816	37 1,238	399 12,711	 41	1 210	21 8	59 23	213	2,868	
71	235	1,669 4,895	26,021 29,770	4 7	· 24 · 85	31	226	83	199	1	9	
₃ 6	156	1,888	1,010 29,508	18	269 4	234 27	406 132	4 3 4	5 9 ₁ 2	2	42	XI
}	1,901	91 { 9,647 288	318 44,820 1,278	18 10,366 391	172 51,764 4,919	231	829 8	 1,350 4	3,352	4. 130		XIV
•••		11 48		36 34	512 678	21 15	157 148	6	36	9	240	XV
23,869	72,225	479,755	20,39,460	635,517	34,30,423	17,475	64,827	35,266	92,169	14,008	1,88,308	

Appendix 19.
Principal Commodities—Details.

Principal commodities carried by each railway (by systems)
(Referred to in paragraphs

,—					3' 31"				
	GAUGE.	18	<u> </u>	19)	20		21	
Pro- gressive No.	Classification No.	Jodhpur-		Udalpur	-Chitor.	Bharnagar-Goi Porban	idal-Junagad-	Southern N	lahratta.
	Railway.	 1	Entnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Carnings.
	Description of commodity—contd.	Quantity.		Tons.	Rs.	Tons.	Rs	Tons.	R ₅ .
,	Brought forward .	Tons.	Rs. 5,04,852	19,755	78,253	101,894	4.11,973	393,507	22,77,054
	Ptofflu to ward								
XVI	Liquors— 1. Ale and beer 2. Spirits of all kinds, including	63 74	478 287	2	14 45	22 89	205 970	1,700	9,269 14,293
	country sprits. 3. Wine 4. All other sorts, including toddy and fermented liquor other than ale and beer.	18	221 4	3	30	19	 	6,145	913 17,247
XVII	METALS— 1. Brass, unwrought 2. Brass, wrought 3. Copper, unwrought 4. Copper, wrought	6 19 3 140	32 507 16 654	20 9 4	107 49 2	350 152 291 101	2,033 1,005 1,683 765	113 896 35 979	1,216 9,296 400 10,345
	4. Copper, Wrought 5. Iron and steel— (a) Cast (b) Unwrought (c) Wrought (d) Manufactures 6. Zine and spelter 7. Others	16 285 1,588 499 	64 1,385 6,110 1,670 2,031	 7 95 81 	54 511 347 	170 93 676 359 346	777 523 4.425 1,714 2,095	2,282 4,739 4,512 4,623 854	20,133 24,118 33,406 39,562 6,856
IIIVX	Orls— 1. Kerosine 2. Castor 3. Cocoanut 4. Mustard and rape 5. Others	5 ⁸ 0 234 240 10 504	2,236 1,355 632 51 2,609	211 1 4 () 14	1,087 6 18 43		14,397 533 506 212 1,409	22,947 393 1,704 3 2,219	1,23,038 2,215 9,883 14 13,585
XIX	OIL-SEEDS— 1. Castor	217 7 7 4 2,796 6,297 	1,339 44 24 20 11,450 18,695 	7 13 195 19 119 	41 75 1 485 60 538 	7	6,592 621 10 40 58 29,683 25,522	13,454 2,046 2,602 204 502 14,572 	64,612 12,338 11,513 1,853 3,054 85,406
\checkmark_{XX}	Opium	42	483	49	323	5	95	4	72
XXI	Paper and paste-boaro	109	700	23	143	143	1,021	491	5,160
XXII	Provisions— 1. Dried fruits 2. Ghee 3. Potatoes 4. Others	2,531 2,025 1,156	11,180 12,341 5,935	398 302 99	2,212 1,776 554	1,101	14,302 5,701 31,699	24,370 4,613 12,924	1,43,644 30,986 68,090
XXIII	RAILWAY PLANT AND ROLLING STOCK CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS—								
	1. Locomotives engines, and ten- ders, and parts thereof.	16	101	39	38	60	450	27	151
	2. Carriages and trucks and parts thereof. 3. Materials—	13	26	4				19	111
	(a) Steel rails and fisholates (b) Sleepers and keys of steel and east-iron.	715 1,812	3,617 6,332	:::		1	9	5 5	47
	(c) Sleepers of wood (d) Others	 14,381	 27,647	8		} 6	14		1,010
Ххіv	Salt	42,893	2,46,154	1,075	4.88	5,469	9,983	50,703	3,44,781
XXV	SALTPETRE AND OTHER SALINE SUB- STANCES					4			
	1. Saltpetre 2. Other saline substances	89 888	459 4,504						1,03
	Carried over .	227,524	8,92,846	22,650	92,33	9 138,958	5,71,456	594,200	34,66,57

and the earnings therefrom during the Calendar year 1901. 35 and 36 of Report.)

			· · · · · · · · · · · · · · · · · · ·	3' 3}"			2	' 6"		2'	o"	
2	2		23	,	24		² 5		27		30	Pro-
	ndia Portu-	Sout	h Indian.	В	ntma.	М	orvi.	В	arel.	Darjeeling.	Himalayan.	gressive No.
Quantity,	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings,	Quantity.	Earnings.	Quantity,	Earnings.	
Tons.	Rs.	Tons	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
23,869	72,225	479,755	20,39,460	635,517	34,30,423	17,475	64,827	35,266	92,169	14,008	1,88,308	
415 33		517 2,299	5,506 14,686	2,211 497	21,709 10,520	2 I	9	2 5	6	432	2,353 4	ıvx
9		232 594	3,713 2,302	54 1	1,647	3 12	36 113	4 1	15 3		4,083	
	(852 681 93 47	6,657 7,355 802 696	236 0 48	68 3,463 118 625	"" 136 "" 22	908 149	52 16 13 7	131 31 43 22	 41 	- 1,030 	XVII
4,3 ⁵⁸	14,155	908 3,266 7,585 5,725 	9,941 17,894 59,714 80,317 14,114	35 ₈ 5,190 5,091 802	1,162 46 44,106 60,692 7,808	4 25 77 108 20	28 116 405 675 	119 10 853 127 	754 28 1,990 335 	 663 	47 14,192 2,232	:
7,388 } 385	19,994 1,455 {	17,324 2,213 936 86 8,737	1,34,802 16,619 5,104 359 44,003	7,310 75 609 6 6,696	68,921 1,114 7,636 81 56,135	69 27 7 11 53	321 122 29 44 260	790 5 106 140	1,742 18 295 390	656 5 6 260 47	10,391 69 109 3,908 801	XVIII
· 14,410	30,429	5,599 75,060 10 32 845 17,371 1,812	29,75° 91,304 30 339 4,341 1,03,565 9,428	4 263 1 1 4,729 	83 1,984 7 5 7 21,500	7 4 1 1 652 	19 24 4 2,045 	350 101 3,112 20 13 657 	758 868 6,631 58 36 1,401 683	*** *** *** *** ***	4	XIX
		•••		11	298	6	73	•••	•••	•••	1	хх
- 279	 848 {	1,550 1,609 1,075 23,946	9,986 9,100 1,37,012	419 414 752 } 41,810	5,051 12,367 3,91,239	96 131 327 { 151	729 483 1,512 	903 32 •••	2,466 96 	30 34 262	1,467 563 672 6,595	XXII
												XXIII
	•••		.,	•••	•••	26	160	49	24	•••	100	
***	:					441	•••	•••	***	•••	•••	
		3		1,641	•••	•••	***		***	•••	•••	
::: }	::.	262	2,593	6	4,773 , 8	***	***	134	327	•••	•••	
11,212	22,887	75,010	2,73,145	16,932	1,54,482	1,403	1,908	6,359	14,101	838	13,931	VXIV
:::		441 23	2,685 163	3 8	27 137	13	63 5	45	. 112	4	65 •••	XXV
62,388	,63,765	737,762	31,66,732	731,707	43,17,047	21,111	76,701	49,809	1,25,474	17,596	2,51,053	

Appendix 19. Principal Commodities—Details.

Principal commodities carried by each railway (by systems)

(Referred to in paragraphs

	GAUGE.				3 ′.	3]"	· · · · · · · · · · · · · · · · · · ·	·-	paragraphs
	CLASSIFICATION No.	15	3.	1	9	2	0	2	ī
Pro- gressive No.	Railway.	Jodhpur-	Blkaner,	Udalpur	-Chitor.	Bhavnagar-Go Perba	ndal-Junagad- indar.	Son'hern	Mahratta.
	Description of commodity-concid.	Quantity.	Earnings.	Quantity.	Earnings.	Quartity.	Earnings.	Qoantity.	Earnlogs.
		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
	Brought forward .	227,524	8,92,846	22,650	92,339	138,958	5.71,456	594,200	34,66,578
xxyı									
	1. Raw—	12 7 3	32 55 1	•••	 6	2 	28 1 1 2	105 150 2	1,922 697 47 2
XXVII	``								
	1. Betel-nuts	106 3 1,041 37 26 2,051	676 7 8,281 224 105 8,864	6 1 114 3 2 224	38 7 905 23 18 1,167	620 2 438 8 6 525	3,270 11 3,356 59 65 3,088	10,615 67 12,106 215 618 5,990	74,689 863 72,915 1,913 4,945 39,378
XXVIII		29,042	3 6,359	84	378	56,260	3 8,036	17,538	37,719
XXIX	Sugar— 1. Refined or crystalized, including sugar-candy.	3,410	15,866	404	2,448	6,654	32,349	4,276	25,113
	2. Unrefined— (b) Sugar (a) Gur, rab, jaggrec, molasses and other sac-	3,997 8,656	21,474 49.230	611 1,178	2,834 6,415	71 6,029	336 27,831	5.461 35,701	34,716 2,14,073
xxx	charine produce.								
	1. Foreign	3	18	***	5 7	7 26	71 206	11 40	209 659
XXXI	TOBACCO— 1. Unmanufactured 2. Manufactured	1,349	8,346	394	1,768	1,659	6,207	10,445	75,324
	(a) Cigar (b) Other sorts	6 245	59 1,411	" 6	3 47	173	33 1,568	325 181	4 985 2,847
XXXII	Wood-			_	•		_		
	Timber, unwrought Manufactures .	1,923 470	6,976 2,08.4	16 2	92 12	9,313 5 ² 5	46,313 2,588	57,009 3,223	1,48,369 24,484
XXXIII	Wool- I. Raw :	. 606	224				-		
	1. Raw 2. Manufactured— (a) Carpets and rugs (b) Piece-goods, European	1,606 47 4	9,940 511 32	41 	261		1,563 2	356	3,515
	(c) Picce-goods, Indian . (d) Other sorts of manufactures.	205 3	2,092 30	 2 1	 25 9	2 11 2	5 35 29	2 4 640	25 89 7.3 27
XXXIV	ALL OTHER ARTICLES OF MER- CHANDISE— I. Bones C. Firewood C. Indigo seed C. Paints and colors C. Seeds other than oil-seeds C. Manurcs C. Lucifer matches C. Others	1,101 27,517	2,007 94,529	 724	2 4,500	8,168	37,756	45,706	2,08,636
xxxv	TOTAL .	310,495	11,62,069	26,465	1,13,309	229,662	7,76,570	805,018	44,52,057
AAA Y	ANIMALS— 1 Horses 2. Cattle 3. Sheep, etc. 4. Elephants	54 41	1,360 687 9	7 32 	73 3 ⁸ 7 	29 49 10	440 236 87	167 255 319	4,392 5,651 2,398

and the earnings therefrom during the Calendar year 1901.

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~~	•		3' j}"	•	-		a,	6"		2 ′ o	"	
2	2	2;	3	2,	1	25	;	2(5	30	,	Pro-
West of It	rdia Portn-	South	Irdian.	Bur	ma.	Mor	vi.	Ban		Darjeeling-II	ymalayan.	No.
Quantity.	Earnings.	Quantity.	Earnings	Quantity.	Earnings.	Quantity.	Carnings.	Quantity.	Earnings,	Quantity.	Earnings.	
'Tons	Rs.	Toņs.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	,
62,388	1,63,765	737 962	31,66,732	731,707	43.17,047	21,111	76,701	49,809	1,25,474	17,596	2,51,053	
												XXVI
) ""	(53	 560	141 6	4,330 175	•••	1	2 1	7 3	•••	•••	
} 1	6 {	16	 48	 9	320 8	•••	1		3	1	 26	
												xxvii
]		13,854 136	1,502	4 408 1	49,448 10	32	159 1	4 96	1,382	19 231	445 3,329	
1,233	4,199	7,564 334 569	3,083	3,852 553 23	67,237 5,064 521	 	² 47 	7	41 22 32	5	99 ••• 313	
j 	160	216	1,909		1,991	124	835	224	615	13 48	95 2	
24,2	465	75,814	91,523	81,571	92,359	930	1,351	21	52	634	6,793	XXVIII
]	 	16,755	60,684	124	934	447	1,846	669	1,521	9	178	
1,680	4,883	6,483 53,753	16,79° 3,42,151	2,987 11,750	32,509 93,629	5 2,057	12 6,568	29 1,760	70 4.986	708 39	11,658 588	
								i				xxx
} 241	875 {	1,308	 7,943	189 317	3,095 4,5 19	1 5	5 39	•••	1	3,688	67,515	
)	(6,196	35,144	3,191	26,450	763	2,592	34	107	42	750	IXXXI
381	1,384	1,823 1,999	22,692 6,145	103 419	1,354 5,078	1 42	25 35 ²	7 5	23 29	8o 75	1,991 1,542	
												XXXII
} 621	1,341 {	71,215 6,141	1,27,012 49,078	104,845 3,138	3,83,964 19,927	461 49	1,689 379	260 27	644 80	4 124	56 2,206	
]					•			xxxın
•••		805	1	1	65	106	986				7	1
} 31	101 }	35 1 200			947 948 497	4	9	2	7	1 3 4	34 91 100	l
)	(62	337	.19	271	ī	29 8	3	14	12	256	
												xxxiv
			***	76,849	1,13,172					 861	1,328	
3,561	12,069		•••	•••	•••	698	4,913	952	1,999	,		
		84,268	5,21,338	 бо,442	4.17.369					2,956	61,531	
70,379	1,89,088	.]	46,02,784		56,43,148	26,886	98,750	54,334	1,37,113	27,160	4,13,008	-1
												xxxv
 3	,	767	343 5.189	778 2,910	26,104 71,495	15 21	229 255		***	::: :::	204	
:::	***	3,636	10,551	3,575	36,198	:::	***	:::	:::			

Appendix 20. Train, engine and ton-mileage.

Train, engine and ton-mileage in

(Referred to in paragraph

1997 - 1,299	he key to th
Column C	
### TATAL (6) \$1 (0) \$2 (0) \$2 (1) \$2	
1. 1. 1. 1. 1. 1. 1. 1.	Total.
1897 - 1,200	1
## COOKS TRAINS. Cook	35 2,054 39 1,801 63 1,866 51 2,894 51 2,054
1877 1.000	
1897	2,803 3,784 4,600 11 5,681 08 4,345
1997 3,557 366 505 1,507 315 1,514 243 1,160 1,151	1
1897 . 13,877 3,033 1,681 5,777 400 1,800 1,018 2,297 7,834 1,353 9,107 9,007 1,757 10,550 2,657 5,1000 1,00	3,101 82 2,985 84 3,190 48 3,317 3,265
1809 1,1460 2,000 1,765 1,765 3,765 1,000 1,00	
1807 . 5,200 1,011 741 1,753 226 653 535 1,063 3,545 501 4,046 4,115 8,0 5,035 1,439 2,139 1,051 5,787 1,031 757 1,132 235 759 474 1,230 3,724 404 4,105 4,105 864 5,015 1,106 3,105 1,007	91 8,108 54 8,745 98 9,800 71 11,025 25 9,911
1509 5,48 1,656 849 1,955 2,58 1,955 2,58 1,956 237 89 474 1,239 3,709 590 4,195 4,185 1,185 1,185 2,185 2,1	
1897 . 10,776 1,817 1,333 3,170 245 1,353 641 1,692 5,376 887 6,363 6,100 1,179 7,779 1,594 4, 1898 . 11,715 1,704 1,471 3,170 201 1,303 701 1,805 6,807 877 7,774 6,500 1,335 7,835 1,833 4, 1899 1,2,05 1,705 1,704 1,515 1,000 1,351 7,835 1,833 4, 1939 0 1,2,05 1,705 1,704 1,515 1,000 1,351 7,835 1,033 9,100 1,200 1,105 1,000 1,0	3,759 46 3,415 100 3,662 164 3,835 138 3,890
1900 1,034 1,385 1,927 3,742 180 2,733 1,745 2,301 5,482 7,835 7,835 7,974 2,775 1,030 1,031 5,181 1,031 1,0	
1899 . 15,955	5,631 787 6,670 653 7,508 683 7,494
1897 . 16,100 14,731 74,013 218,74 75,000 199,455 70,391 14,093 1990 . 1,070,000 13,181 11,079 24,120 2,755 11,315 139,840 1901 . 1,070,000 13,187 04,721 11,000 14	
1897 . 83,441 11,854 9,240 21,094 2,586 7,577 7,806 116,230 59,868 7,455 67,323 40,659 10,443 51,102 12,125 35,868 8,335 12,133 9,517 21,050 2,642 7,339 6,813 11,702 57,546 6,275 63,78 36,81 10,518 46,999 19,078 35,89,379 12,1999 9,686 13,121 11,090 24,200 2,723 17,808 11,600 2,098 60,81 6,010 67,000 13,113 11,090 24,200 2,723 17,808 11,600 2,098 60,81 6,010 67,000 14,162 12,100 16,260 2,941 38,460 1 25,579 65,174 7,898 73,072	9,390 933 10,085 769 11,266 850 12,654 101 11,374
1895	
1897	57,796 848 54,92 512 61,806 836 63,00 360 70,03
1898	- 1 -0
1897 1,713,046 144,731 74,013 218,744 13,901 147,421 58,020 1160,709 605,822 67,396 673,288 545,629 125,444 671,073 1267,875 347,888 41,815,552 142,679 78,446 221,115 10,581 153,373 58,835 184,442 951,330 64,003 1,047,333 781,840 143,131 74,073 347,7588 401,758 401,759 1901 1,123,993 158,725 102,707 261,433 18,646 401,559 173,650 211,249 700,346 63,435 753,753 753,7	658 754,16 611 854,02 018 1,020,87
1898 . 1,815,552] 142,679 78,436 221,115 10,581 155,337 58,283 184,442 953,330 64,003 1,037,333 781,840 143,131 944,971 347,588 451 1899 . 1,941,959 149,432 88,292 237,724 12,637 210,417 102,637 222,274 876,872 65,331 942,183 799,200 169,174 959,374 103,288 402,919 1001 . 1,2356,307 145,489 97,953 243,442 15,202 259,086 73,650 211,249 700,346 63,435 763,783 763,745 763,783 763,744 1,032,889 402,919 1001 1,122,966 1336,065 647 1,124,597 145,489 1001,889 1001,	1 -
1897 1,316,672 222,014 99,413 321,437 55,543 185,099 156,367 2279,970 871,184 119,964 991,148 893,455 197,764 1,091,219 347,983 348,88 1,334,636 231,731 112,867 344,548 49,105 201,087 134,794 1327,511 916,010 218,256 1,044,265 903,900 200,898 1,104,795 285,615 357,615 235,017 238,615 237,617 238,615 237,617 238,615 238,617 238,617 238,617 238,617 238,617 238,618 238	967 615,84 506 809,05 123 915,81 854 1,083,8; 605 983,67
2898 . 1,334,826 231,741 112,807 344,548 49,105 201,087 134,794 237,511 910,010 218,256 1,044,265 903,900 200,838 1,104,795 285,615 35, 1899 . 1,336,102 238,047 115,630 353,077 53,905 231,010 185,437 1354,329 961,950 113,202 1,085,182 909,418 237,787 1,147,205 361,741 345	
1901 . [1,623,805] 252,207 [141,245] 393,452 [46,800	642 694,62 668 623,28 631 707,57 418 750,19 568 789,51
G00DS.	1
1699 - 4,131,453, 405,776 327,335 641,111 41,995 63,618 991,849 42,514 553,650 1,703,504 2,735,836 1,703,504 1,905 1,905,849 1,905 1,905,849 1,905 1,905,849 1,905 1,905,849 1,905 1,905,849 1,905 1,905,849 1,905,8	795 1,347,9 1,932 1,741,2 1,527 2,028,6 1,285 2,455,77 1,212 2,021,0
TOTAL GRO-S TON-MILEAGE (FREIGHT AND DEAD WEIGHT),	
1577 - 4,805,730 [651,341 324,830 936,171 104,422 634,446 315,422 7,00,003 2,510,757 326,006 2,846,853 2,449,248 56°,614 3,017,862 1,960,111 1,003 1890 - 5,517,643 646,523 247,005 994,788 95,600 859,353 146,355 194,005 994,788 95,600 859,351 463,355 140,	,158 2,730,01 ,703 3,205,91

The freight and gross too-mileage figures exclude the 2'0" and 2'.6" gaoge railways.

Transferred partly to the Beogal-Nagpor railway and partly to the Madras railway from the 1st January 1901,

Including the Campore-Borhwal 3' 3'' gauge link as the figures cannot be separated,

Excluding the 2'0" gauge figures as they canoot be separated from the totals.

I including the Godhra-Rutlam-Nagda 121:Nay, 28 the figures cannot be separated.

ł

DIX 20.

thousands of miles of each railway (by systems).

Appendix 20. Train, engine and ton-mileage.

graph 37 of Report.)
code letters used to express railway systems.

The Color of the	ode lette	rs used to	express	railwa	y system	.					nl n*"										
R.G.S. ASSESSION B. STATESTON OF STATES AND STATES AND STATESTON OF ST		ro	1	11	12	1 13	1 14	115	1 16	,		1 18	1 10	1 20		<u> </u>	·····		2' 6".	2' 0".	GAUOR.
COLOR TRAINS. Color			-{		-	-	 	-		J		\ -				22	23	24	25	30	CLASS:
## 1	N. G. S. (a) & (b),	H. G. V. (c).	(a) to	i N. (d).	B, D,	D.S.	А. В.	D.	N. W.	(a) (b)	Light.				S. M.	W. I. P.	S. I.	В.	M. R. W.	D. H	Calcu- dar year.
## 1		1	1	1	.	<u> </u>	Ι.	1.1			1		ER T	1		· · · · ·			,		
1	91	1	920 953 1,023	13	3	***	3 5 1 7	available	395 582 693	12 10 12 15	;;; ;;;	6 4 4 11	, 	87	300 300 434	25 33 41	1,244 1,198 1,200	398 395 392	49 52	37 38 37 38 48	1897 1998 1899 1990 1901
Section Sect	201	1	205		,	07	1 00		205		1	1		1		1					
## COORD TRAINS Coord Coo	355 349 632	 51	302 415 547	12 15	3 4 5	94 86	140 212 197	not	701	103 170 170 168		56 169 165 124	 3 15	120 156 226	966 1,091 1,226	30 83	933 1,110 730	375 332 583	43 85	120 118 150	1897 1898 1899 1900 1901
TOTAL TRAIN-WILEAGE 22 TOTAL TRAIN-WILEAGE 22 TOTAL TRAIN-WILEAGE 22 TOTAL TRAIN-WILEAGE 22 TOTAL TRAIN-WILEAGE 23 TOTAL TRAIN-WILEAGE 24 TOTAL TRAIN-WILEAGE 25 TOTAL TRAIN-WILEAGE 25 TOTAL TRAIN-WILEAGE 25 TOTAL TRAIN-WILEAGE 25 TOTAL TRAIN-WILEAGE 25 TOTAL TRAIN-WILEAGE 25 TOTAL			- 2.6	i I		.,,	, 306	8)		1 1	şş)		1	
Second S	460 469 529 518	" 318	1,320 1,269 1,170	:::	30 30 50	130 142 141	320 394 401	Informati	1,355 1,302 1,426	371 377 381 402	 58	331 373 386 674	46 47 50 50	376 372 364 329	1,352		1,178 1,002 1,227	2,069	18 00 18		1897 1898 1899 1900
1.211 1.212 1.213					1					TOTA	L TRAI	N-NILE	AGE	::					•		
Section 1,1950 1,1971 1,1972	953	22 457	2,501 2,711 2,811	26 38	47 39 58	219 236 117	400 463 611 599 655	15 15 15 15	2,459 2,827 3,067	471 507 580 580 604	***	410 574 627	46 51 65	590 615 685	2,708 2,883 3,493	84	3,4 ⁸ 9 3,396 3,254	2,955 2,446 3,415	170 183 725	15S 165 183	1897 1898 1899 1900 1901
Coop Coop				1				<u></u> (1		AGE-"		SERT							· · · ·	
Social 1,850 1,850 30 254 339 \$\frac{1}{2}\$ 1,555 376 255 28 216 574 27 2,742 2,677 64 137 18 2,677 1,141 2,670 2,740	215 213 264	25 139	1,311 {	13	21 21 33	43	152 186 204	not availab	1,191 1,326 1,531	171 166 179	"	179 180 195	34 28	331 334	793 1,157	25 33 41	1,941 1,710 1,829	1,320 1,307 1,344	112 112 112	37 38 37 38 48	1897 1898 1899 1900
TOTAL ENGINE MILEAGE. 1,004 3,153 75 399 48 17 5,251 550 400 53 604 4449 55 44,651 5,250 180 180 184 181 190 180 180 180 180 180 180 180 180 180 18								e l		G	00DS	TRAINS	-								
1,04 3,153 72 399 484 13 5,511 555 400 53 651 44,459 53 4,351 3,350 180 164 151 1,073 151 1,074	847 880 1,211	358	2,034 2,080	13 17	30 55	256 256 296	330 407 532 493 213	Informatio	1,715	374 430 538 532 466	 66	254 420 461 487	18 30 49	319 330 412	2,140 2,452 2,758	32 90 45	2,173 2,204 1,804	2,182 2,261 2,793	77 119	120 128 150	1877 1898 1899 1900
1,164 822 5,473 44 153 300 777 15 5,977 745 00 809 53 300 303 93 3,051 4,391 171 176 19 FREIGHT TON-MILEAGE, COACHING 4,431 24,516 2 2,044 1,257 1,3402 2,550 2,505 48,051 1,174 55 2,503 1,557 1,703 1,3402 1,3403							- 1				ENGIN	E MILE				, ,			,	-	
14.51 21.536 2 2 2 2 2 2 2	1,072	25 497	3,111 3,281 3,401	25 40	51 51 88	333 353	484 559 718 697 777	15	2,906 3,325 3,581	704 711	***	433 606 657	53 52 58 72 55	645 661	3,001 3,250 3,915	57 123 86	3,914 3,623	3,502 3,571 4,137	177 189 231	188	1897 1898 1899 1900 1901
44170 15,160 15,160 2 1,100							7		FRE	IGHT T	ON-MIL	1	1	1		1					
103,524 157,755 157,755	4,170 4,443 3,736	:::	21,162 18,169 21,727		able.	able.	3,521 3,699	able.	13,402 15,136 17,362	2,580 2,689 2,813	졅	2,895 3,258 2,854 5,016	480 554 477	3,764 4,305 4,040	11,174 10,201 15,344)	25,133 24,293 27,884	17,988 17,925 21,766	l avail:	ot i	1897 1898 1899 1900 1901
137,167 117,176 117,	 -		1				<u> </u>	1			G00	1	1		106 006	1, 1	1		ı.		
108,015 182,291 174,205 174,205 174,205 174,205 174,205 174,205 174,205 177,508 174,205 177,508 177,508 177,509 177,50	117,407 121,151 92,655	:::	153,044 150,419 158,242	:::	lleve	avail	33,084 33,906 30,714	avall	112,442 149,985 156,381 165,049	20,114 25,688 24,583 24,318	{	16,202 31,896 33,287 32,350	512 1,331 2,897 1,631	16,174 17,412 20,953 13,944	145 000 167,054 170,257) (87,103 92,252 94,838	122,264 125,056 155,473	Inform n avail	ot	1897 1893 1899 1900
131,577 174,266 177,598 177,596 177,598 177,598 177,598 177,598 177,598 177,598 177,598 179,969 179,96					1	\neg			1		REIGHT	- (1		212.041			- at 9-0	ī.		1
67,376 271,478 257,632	121,577 125,594 96,392		174,206 177,598 179,969	::	not		25,865 37,427 34,413 34,564		115,844 165,121 153,743 187,407	22,694 28,377 27,396 27,806		19,097 35,154 36,141 37,366	992 1,885 3,374 2,193	19,038 21,717 25,002 18,173	156,174 177,255 185,601 151,717	3,626	112,236 116,545 122,732	140,252 142,976 177,239	n d	ot .	1898 1898 1899 1900 1902
67,474 257,622 0 0 0 170,574 31,070 0 23,843 1,570 0 23,933 13,576 2 33,536 0 318,909 5,706 49,546 259,239 235,756 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0					<u>1</u>		GROSS	TON	1	E (FRE	IGHT A	- 1	`}	}	ſ				·		
277,874 513,661 g g 45,367 g 261,032 48,442 g 40,168 tt 51,940 517,858 3,819 270,133 343,062 310,314 503,000 g g 65,454 g 259,667 55,793 g 44,743 1,980 42,603 304,014 4,659 233,576 344,136 10formation 18 45,004 24,009 531,693 g b 85,081 g 315,785 61,002 g 81,184 1,330 53 688 424,033 15,339 278,995 347,946 293,083 73,045 975,400 1,301 g 85,081 g 338,715 65,101 g 81,184 1,330 53 688 424,033 15,339 278,995 347,946 293,083 73,045 975,400 1,301 g 85,081 g 338,715 65,101 g 81,184 1,330 53 688 424,033 15,339 278,995 347,946 293,083 73,045 975,400 1,301 g 85,081 g 338,715 65,101 g 81,184 1,330 53 688 424,039 15,339 278,995 347,946 293,083 347,046 293,093 278,995 378,095 8,823 278,995 436,037 g 89,001 4,716 32,978 353,095 8,823 283,955 436,037 g 89,001 4,716 32,978 353,095 8,823 283,955 436,037 g 89,001 4,716 32,978 353,095 8,823 283,955 436,037 g 89,001 4,716 32,978 353,095 8,823 283,955 436,037 g 89,001 4,716 32,978 353,095 8,823 283,955 436,037 g 89,001 4,716 32,978 353,095 8,823 283,955 436,037 g 89,001 4,716 32,978 353,095 8,823 283,955 436,037 g 89,001 4,716 32,978 353,095 8,823 283,955 436,037 g 89,001 4,716 32,978 353,095 8,823 283,955 436,037 g 89,001 4,716 32,978 353,095 8,823 283,955 37,72 g 89,001 4,716 32,978 353,095 8,823 283,955 37,72 g 89,001 4,978 32,978 3	67,474 67,319 100,666	26,650	257,622 240,721 261,043	::	tion	tion	40,749 47,995 47,628	tlon	170,514 197,499 227,625	31,070 32,814 33,530	i	30,943 33,193 32 899 65,301	5,599 5,799	47,337 50,431 49,516	136,577 129,7 7 4 184,292	3,390 5,406 5,587	291,319 259,239 285,060	221,492 225,786 221,958	1 0	ot	1897 1898 1899 1996 1901
104,314 503,000 g g d 68,44 g 250,657 53,767 534,105 10formation 18 310,730 531,185 5 g g 107,316 g 338,715 95,101 g 338,715 95,101 g 338,715 95,101 g 338,715 95,101 g 338,715 95,101 g 338,715 95,101 g 338,715 95,101 g 338,715 95,101 g 338,715 95,101 g 338,805 104,002 g 338,805 104,002 g 38,605 g 36,607 g 36,607 g 36,607 g 36,607 g 37,605 g	1	f		1				1		ا ه	GOC		1	E1 01 -	E7- 0-0	. 81	270	2.2.55	l.		
315,250 785,139 77,270 418,947 79,340 69,451 †† 100,08° 724,275 7,702 577,075 542,583 177,075 377,075	304,314 (310,735) 450,042	49,909	503,000 531,185 531,638	=	forma	forma	68,454 107,316 85,981 77,485	- 1	259,667 338,715 335,846 382,895	53,703 65,101 61,902 61,052		44 743 81,184 81,653 89 367	1,980 3,340 8,450 4.716	4 ³ ,603 52688 64,505 3) 978	364,028 474,028 457,115 363,056	4,6 ₃ 9 15,329 7,109 8,823	25°,576 278,296 244,772	344,136 347,946 399,626	l loforn } n avail	ot	1897 1898 1899 1900 1901
371,783 760,672 378,055 771,906 1 155,311						, 1	TOTA	L GF			GE (FF	. 1		}	1	1					
	371, 7 83 378,055 550,708	75 959	700,622 771,906 792,681	::	al	1	109,194 155,311 133,600	E .	430,181 536,214 563,511	97,713 97,915 95,43 ⁹	g	75,696 114,377 114,552	7.579	96,050 103,109 114,051	500,601 553,801 641,407	8,055 20,735 12 695	549,895 537,535 533,832	565,623 573,7 ⁻² 621,534	<u>به</u> ح	ot i	1897 1898 1899 1900

Note - Excludes other light rallways, as complete particulars are not furnished.

¶ locluding the Godbra-Rutlam-Nat.da (5' 6" gauge) rallway only in the case of train and engine-mileage figures, during the years 1897 to 1900, 100 locks and the Cawpore Borbwa's 3' 3' eauge link only in the case of train and engine mileage figures, the lockeds mixellaneous train-mileage.

§ Information not available,

Appendix 21. Vehicle mileage.

Loaded and Empty Vehicle Mileage in

(Referred to in paragraph

	5' t'' 1 2(a) 3 4(a) & (b) 6																	
GAUGE.								5' 6'	,				,		<u></u>	 		
CLASS: No.		ī			2 (a)			3		4	(a) & (i	b)					6	
RAILWAY.	East	INDIA	N.		RN BES		BENG	AL CEN	TRAL	BENG	al-Nác	epur.	EAST	COAST S	PATE.	Oudh v	ND ROH	LKHAND
Calendar year.	Loaded.	Em-	Total.	Loaded.	Em- pry.	l'otal	Load- ed.	Em- pty.	Total.	Loaded.	Em- pty	Total.	Loaded.	Empty.	Total	Loaded.	Empty.	Total.
	<u>' </u>	·						С	OACI	HING.		•						
			٠		:	Ном	E VEH	IICLE	MILE	AGE O	и нои	AE LIN	Е.		,			
1897 . 1298 . 1899 . 1900 .	82,243 84,376 85,781	18,113	92,089 100,831 102,183 105,250 112,494	13,557 13,845 14,251 14,969 14,982	1,433 1,366 1,338	14,916 15,278 15,617 16,307	3,082 3,344 3,120	386 391	4,192 3,501 3,730 3,511 3,493	10,576 12,417 15,347	7,735 3,161 3,266 3,449 8,890	18,796	8,242 6,867 10,293 11,643	1,419 1,359 1,944 2,380	9,661 8,226 12,237 14,023	15,173 17,091 18,253 21,370 23,307	3,869 4,358 4,802 5,490 6,025	19,042 21,449 23,055 20,860 29,332
			(I	ORE	GN V	ЕНІС	LE MI	LEAGE	он н	OME L	INE.	<u>-</u>	<u>'</u>	·		-
1897	1,410	235	1,645	15 6	3 2	18				1,177	31 72	1,209	7 ² 7 ⁴	1	73 75	616 644	74 108	690 752
1898 1899 1900	1,215 1,388 2,868 1,903	247 238 681 738	1,5+2 1,626 3,552 2,641	8 5 6	2 2 2 2	10 7 8	 I I 		"1 1 ""	863 1,070 3,260	206 473 553	1,069 1,543 3,813	206 260	 	214 324	9 ⁶ 9 1,204 2,532	135 185 517	1,104 1,389 3,049
	TOTAL COACHING VEHICLE MILEAGE ON HOME LINE,																	
1897 1898 1899 1900		100,734 102,343 104,115 104,812 115,135		1 1 1	4,934 5,286 5,627 6,314 7,118			4,192 3,501 3,731 3,512 3,493			14,071 14,803 16,752 20,139 36,147			9,734 8,301 12,451 14,347			19,732 22,201 24,159 28,249 32,381	,
	HOME VEHICLE MILEAGE ON FOREIGN LINES.																	
1897 1898 2849 1900		3,001 3,124 3,384 3,449 3,951			8 11 11 11 12						392 483 1,056 1,000 2,734			19 13 2 353			882 709 1,038 1,868 3,100	
				<u> </u>					G00	פתו			·					
						Ном	E VEH	IICLE		AGE O	N HON	ME LIN	Е.					
1807 . 1898 . 1819 . 1900 .	153,790 154,782 160,487 160,359 161,132	51,652 63,232 73,571	205,441 206,434 223,719 233,930 233,59J	18,874 18,536 19,705 21,345 18,578	7,291 8,417 10,032	27,493 25,827 28,122 31,377 25,544	2,484	794 1,177	1,846 2,668 4,222	12,529 14,132 19,310 27,069 30,458	7,140 7,304 10,011 16,441 12,111		5,909 5,569 8,482 13,013	2,861 2,366 3,694 7,436	8,860 7,935 12,176 20,449	18,051 22,483 25,535 24,832 29,235	4,904 8,443 9,230 7,760 8,409	22,955 30,926 34,765 37,592 37,644
					F	ORE!	GN VI	EHIC	LE MII	LEAGE	on h	OME L	INE.	'	·		•	
1895 1899	21,336 1 20,668 1 28,052 2	4,274 17,110 17,685 10,608 19,786	30,194 38,446 38,353 48,660 54,845	1,571 1,093 535 895 918	7,571 1,003 835 898 918	3,142 2,186 1,670 1,796 1,836	388 326 208 153 242	388 216 146 148 188	776 542 354 301 430	3,509 2,660 6,454 11,499 4,127	3,416 1,886 4,453 9,312 2,783	7,015 4,546 10,007 20,811 6,910	132 322 1,672 2,682	124 241 1,543 2,213	256 553 3,215 4,895	4,290 2,381 3,690 4,348 6,770	3,764 1,727 2,922 2,671 3,807	8,054 4,108 6,612 7,019 10,577
	Total goods vehicle mileage on home line.																	
1897 • 1898 • 1	2 2 2	35,635 44,880 62,072 82,590		28 29 33	0,641 3,013 0,792 3,173			3,689 2,388 3,022 (,523			26,684 25,982 40,228 64,321			9,116 8,498 15,391 25,344			31,009 35,034 41,377 39,611	
1901	2	88,444			7,380 H O	1E 17		3,785 	LE 1		49,479		1	-/* '*			48,221	
,soz 1		23,245	Ī		793	ne vt	nick		LEAG!	ON F			ES.			ī		
1897 1898 1899 1900	:			209 148 120 601 534			24,222 28,505 18,936 20,651 25,534			940 895 3,568 8,546			16,078 30,987 29,581 26,501 35,804					

^{*} Transferred partly to the Bengal-Nagpur railway and partly to the Madras railway from the 1st January 1901.

thousands of miles of each railway (by systems).

Appendix 21. Vehicle mileage.

37 of Report.)

								5' (5"								•	ĠAUGE
	7			8 (a) to	(c)	ε	(d) to	(g)	9	(a) to ((f)		10		1	11		CLASS
No	ORTH W.		, G	REAT IN	VDIAN ULA. #	INDIA	n Min	LAND.	Вомвуч	BARO	DA AND	NIZAM'	S GUARA	NTERD	<u> </u>	MADR		No.
Loaded.	Empty	. Total.	Loade	d. Em		Loaded	Em-	Total.	Loaded	Em-	Total.	Loaded.	STATE.	Total.	Load-	Em-	Total.	Calendar
		<u>-l</u>				1	<u>!</u>							<u> </u>	ed.	pty.		year,
			,			Ном	E VEH		ACHIN MILEAG		номе	LINE.						
55,137 60,565 63,035	15,271 17,169 17,197		52,900 50,800 49,480	0	52,003 50,890	12,116	:::	12,116	19,965	2,074 1,686	22,039 18,567	4,538 4,668	142	4,680	17,190	6,630	23,820	1807
64,477 70,528	16,731	81,203 89,427	53,416	5	49,485 53,476 71,487	14,624		14,024 15,103 †	20,728 23,583 24,874	2,044 2,071 3,126	22,772 25,656	4,509 6,954 12,519	95 79 107 167	7.061	16,387 14,867 16,175 23,390	6,521 6,850	22,198	1898 1899
					F	OREIG	N VE	HICLE	MILEAG	E ON	НОМЕ				-3,390	9,453	32,843	1901
771	324 131	1,568	2,387	135		1,185	535 446	1,720	39 39	12	51	142	64	206	653	26	679	1897
711 864 1,807	146 192 495	857 1,056 2,302	3,916 3,256 5,622	230	3,416	1,094	443 511	1,527 1,7°3	63 45 38	21 13 8	53 84 58 46	115 128 119 131	56 70 55 55	172 158 174 186	457 436 184	565 69 , 54	555 238	1893 1899 1900
					Total	COACH	IING	VEHIC	LE MIL	EAGE	ON H	1		100	2,176	69	2,245	1901
	71,971 78,636		TOTAL COACHING VEHICLE MILEAGE ON HOME LINE. 55,547 54,215 14,048 18,620 4,886 24,499 1,53,624 1,6151 23,220										1897					
•	82,264 91,729	1,149 2,264 56,962 16,886 1,786 23,220 2,624 16,886 22,856 4,786 23,623										1898 1899 1900						
			7/3-72										1901					
	1,344 1,692 1,698			4,01 3,42	1		1,403			23 29			311 262			1,371	_	1897
	2,050 1,824			3,521 4,900 4,920	5		1,218 932 †			64 74 64			236 283 253			1,336 1,621 1,317 3,343		1893 1899 1900 1901
		•						GO	ODS.				·				!	
		₁ -		- 	H	IOME V	EHIC	LE MIL	EAGE O	и но	ME LIN	ie.		•				
4,450 4 8,353 4	28,893 48,680 41,459	163,130	62,797 67 ,2 95	26,846 28,208 26,450	91,005	11,861	5,812		39,750 1	,217	44,121 54,967 50,125	6,818 6,681	3,075	0,461	3,832	6,412	10.8.01	1897 1898
	13,754 15,335	170,453	09,382	28,244				30,793	45,290 25 35,554 10	,126	70,416	7,021 12,467 11,417	3,177 1 6,319 1 5,922 1	8,756 2	4,735	7,052 3	2,387	189 9 1900 1901
					Fo	PREIGN	VEH	ICLE N	IILEAGE	ONI	HOME I	Line.			'.		!	
,066	2,867 2,766 2,745	5,832	22,338	12,054 10,926 19,097	25,712 42,264 41,183	5.700		9,888	1,185	240 460	1,629 1,645	4,192 5,347		7,734 9,616	684 879		1,328	1897 1898
778	2,580 2,503	5,358 23,434 21,070 44,504 11,098 7,382 18,480 3,774 2,829 6,603 7,396 6,315 13,711 2,075 2,074 2,829 6,603 7,396 6,315 13,711 2,075 2,075 2,060 4,135 1,531 2,075 2,075 2,060 4,135 1,000 2,000									1899 1900 1901							
		•																
163	,977 ,962 ,491	<i>\\</i>	1	11,707 33,269 34,928		28	5,67 5		- 50	,750 ,613			3,195 3,372		22	2,529 2,576		897
116	,934 ,809		1.	42,130 05,561			1,087 1,273 †		77	,920 ,019 ,653		32	,064 ,497 ,312		34 34	,701 ,598 ,072	1	898 899 900 901
				I	HOME V	EHICLI	E MIL	EAGE	ON FO	REIGN	LINES	5.		!_		····		 .
11,; 9,, 12,;	419		1	3,095 5,491 6,485		9,	314 622 669		2,	137		5,	303 337			276 999		97
7,575 10,394 14,606 16,357						11,	668 489 †		3,9 3,9 5,4	215 289		6, 7,	47 ⁶ 383 305		3,	999 150 717	18	98 99 00

Including the Indian Midland railway system for 1901 only. † Included with the Great Indian Peninsula railway system.

Loaded and Empty Vehicle Mileage in

(Referred to in paragraph

,	UGE.	1								3′ 3≩	n						•		_
CL	ASS:	2	(b) to (d]	14]	16			17		10	(g) to (j).		18	
RAIL		Easter	n Bengi	AL STATE.	Assi	M-Ben	igal.		AL AND N			LKUND UMAON.	AND	Rajpu	TANA-MA	LWA.	Јорне	ur- Bi	KANER
Cale	ndar ar.	Loaded.	Empty.	Total.	Load-	Emp ty.	Total.	Loaded	Empty.	Total	Loaded.	Empty.	Total.	Loaded.	Empty.	Total.	Load- ed.	Emp-	Total.
	•		<u> </u>	·	<u> </u>	•	Ho	ME VE		CHIN MILEAC		номе	LINE					١	
1897 1893 1899 19:0		13,563 15,306 15,431 16,341 16,318	1,490 1,628 1,591 1,672 2,562	15,053 16,934 17,022 18,013 18,880	3,231 4,129 4,021 4,997 6,710	710 806	3,818 4,793 5,631 5,803 7,258	18,113 21,951 23,930 27,788 32,788	153 128 143 106 2,256	18,266 22,079 24,073 27,894 35,044	4,111 4,215 4,443 4,289 4,312	373 341 332 358 1,003	4,484 4,556 4,775 4,647 5,345	47,544 46,607 48,773 49,042 \$5,884	248 264 195 142 167	47,792 46,471 48,9 8 49,184 56,071	3,129 3,294 3,548 3,664 6,384	13 17 17 12 35	3,142 3,311 3,565 3,676 6,419
				<u> </u>		F	OREI	GN VE	HICLE I	MILEAC	E ON	номв	LINE	•					
1897 1898 1899 1500 1901					••	::	:::	5 98	 6	 5 16	4 20 22 38 42	 1 2	4 20 22 39 44	36 59 623 1,072 84	13 18 25 31 26	49 77 648 1,103	276 255 285 210 296	22 25 21 18 28	298 280 306 228 324
					TOTAL COACHING VEHICLE MILEAGE ON HOME LINE.														
1897 1898 1899 1900			15,053 16,034 17,022 18,013 18,880			3,818 4,793 5,631 5,803 7,258			18,266 2`,684 24,073 27,910 35,058			4.488 4,576 4, ⁷ 97 4,686 5,3 ⁸ 9			47,841 46,948 49,616 50,287 56,181			3,440 3,591 3,871 3,904 6,743	
	<u>.</u>	***		ىكى وجيسس													! <u></u>		
1897 1898 1899 1900		 	347 354 417			•••			950 14 25 30			3 9 8 4 7			122 144 184 105 197	-		224 242 228 214 250	
							Ном	16 VEI		ODS.	GE ON	номе	LINE	,			<u> </u>		
1897 1898 1899 1900		19,104 20,777 23,274 22,309 21,776	6,465 6,721 7,059 7,390 5,161	25,569 27,498 30,133 20,699 26,937	3,325 4,594 9,861 6,927 5,317	3,072 3,504 3,514	5,346 7,660 13,455 10,441 8,040	23,403 21,009 25,340 26,221 30,903	12,401 10,899 14,411 16,159 14,475	35,804 31,908 39,751 42,380 45,378	4,004 4,316 4,753 4,429 4,585	2,337 2,972 3,221 2,840 2,356	6,341 7,288 7,071 7,269 6,941	100,705	16.524 25,598 28,526 45,138 38,546	84,841 109,641 129,231 163,583 142,005	2,01€ 1,56€ 1,796 2,156 3,636	616 691 1,242	
							Fore	IGN V	EHICLE	MILE	AGE Of	и ном	E LIN	E.		-			-
1897 1898 1899 1900	•	422	421	 843				159 378 450 613	131 271 225 506	 290 649 675 1,119	65 250 376 367 316	44 207 281 177 164	109 457 657 5 44 480	740 1,796 6,814 6,313 3,863	300 962 4,101 4,884 1,750	1,040 2,758 10,905 11,217 5,613	3,377	851 1,473 2,879 2,261 1,207	7,006 3,305 7,144 5,638 3,523
				<u>۔ ۔ ۔ ۔ ۔ ۔ ۔ ۔ ۔</u>		Тота	AL GO	ods v	EHICL.	E MILE	AGE O	и нои	ie Li	NE.		<u> </u>	1		!
1897 1848 1899 1000 1901			25,569 27,498 30,333 29,69, 27,780			5.346 7,666 13,445 10,441 8,040			35,60 32,14 40,40 43 05 46,49	8 10 5		6,45 7,74 8,63 7,81 7,42	5 1 3		85,881 112,399 140,136 174,400	•		5,09 5,48 9,63 9,23 9,08	9 1 5
				· · · · · · · · · · · · · · · · · · ·		Н	Іоме	VEHIC	LE MII	LEAGE	ON FO	REIGN	LINE	s.			1	;	
1897 1898 1899 1900	:		 221 366 364			•••			2,422 7,479 7,584 3,570)		157 1,079 2,061 2,835 2,171) ! ;	- 4	2,199 3.689 6,801 6,125 4,768		,	927 892 994 978 1,525	

thousands of miles of each railway (by systems).

									z' 3] "			-	***************************************					GAUGE
	19			20			21			23	-		24		1	23		CLASS No.
UDA	AIPUR-	CHITOR	Bhávi Junág	AGAR-G	GNDAL-	South	ern-Mai	IRATTA.	So	ומאן אדט	AN.		BURMA	,	We	ST OF I	NDIA	RAILWA
Loaded	Emp	Total.	Loaded.	Empty	r. Total.	Loaded	Empty.	Total.	Loaded	Empty.	Total.	Loaded	Empty,	Total.	Load-	Emp-	Total	Calenda year.
,	<u>'</u>								COAC	HING.	<u>, </u>	1	<u> </u>	ł	1	!	<u> </u>	!
		,			-		Номе	VEHIC	CLE MI	LEAGE	ON H	OME LI	ne.	 :				
 103 143 175 162	 1 2 1 19	645	5,050 5,415 5,858 6,043 5,908	938 936 914 911 940	5,988 6,331 6,802 6,954 6,848	22,219 14,771 14,013 10,701 21,617	2,935 1,706 1,799 2,428 4,63‡	25,154 16,477 15,812 22,129 26,251	38,387 36,553 32,874 34,414 34,950	62 58 38 47 39	38,449 36,611 32,912 34,161 31,989	24,027 28,178 27,756 28,502 28,627	4,528 4,457 4,647 4,542 7,9 8	29,455 32,635 32,443 31,134 36,605	Info	ailable	n not	1897 1898 1899 1900 1901
	`	•				F	OREIGN	VEHI	CLE M	LEAGE	ON H	OME LI	NE.	<u>'</u>	•			<u>'</u>
 16 19 13	 2 2 3 8	18 21 15 17	9 27 29 44	5	14 27 29 44	84 74 74 73 57	26 25 23 24 24	99 97 97 81	3 1 3 4 2	3 1 1 3 2	6 2 4 7 4	•••	***	***	Info av	rmatic arlable	n not	1897 1898 1899 1900 1901
					7	OTAL	COACI	IING V	KHICLE	MILEA	GE O	мон и	E LINE	,				
	62 66 69	6		6,00 6,37 6,83 6,99 6,84	8 16.576 30,613 32,635 Information not 15,909 32,916 32,443 available. 8 22,226 34,458 33,114 26,332 34,993 30,605 1,033												1897 1898 1899 1900	
					HOME VEHICLE MILEAGE ON FOREIGN LINES,													
	3 3 2 2	9		•••		## HOME VEHICLE MILEAGE ON FOREIGN LINES, 24										not	1897 1898 1899 1400	
							Номе	VEHIC	GOO		ON H	OME LI	NE.			_		
6 2 7 5	45 45 50 39	141 4 157 4 177 5	,744 ,908 ,597	2,333 1,899 2,326 3 653 1,484	7,182 6,643 7,234 9,250 5,374	41,328 31,181 34,065 36,924 30,843	19,025° 9,967 15,243 17,758 9,748	60,354 41,148 49 308 54,682 40,591	23,667 22.4:2 23,284 21,552 23,418	8,057 6,885 7,283 6,210 7,284	31,724 29,257 30,573 27,782 30,702	29,332 31,509 31,612 37,037 38,644	16,105 13,727 13.015 15,115 14,502	45,437 45,13° 44,627 52,152 53.146		rmatio ailable 49	n not	1897 1893 1899 1900
·····						1	Foreic	N VEI	IICLE N	IILEAG	E ON	HOME !	LINE.					
5	53 216 469 222	136 449 964 450	37 40 47 44 44	36 43 54 46 47										av	matio i ulable 87	n not 561	1897 1.98 1899 1900	
				TOTAL GOODS VEHICLE MILEAGE ON HOME LINE.														
	277 606 1,141 604			7,255 6,726 7,335 9,340 5,465			61,314 42,338 50,107 55,451 41,288			31,989 29,851 32,677 27,800 30,868			45,437 45,336 44,627 52,152 53,146		Inforn avai	nation lable. 778	not	1898 1898 1893 190
				_		Но	ME VE	HICLE	MILEAC	e on	FOREI	GN LIN	ES.					
	85 116 105		2003	3			458 895 3,443 473 762			352 559 463 300 235			***			mation abe.	not	1847 1898 1899 1903

^{*} Figures for 1897 are included with the Rajputana-Mair a raitway.

Appendix 22.
Mileage earnings.

Gross and net earnings in rupees per mile

(Referred to in

															N.B.	—A ref	erence	to App	endix :	2 will fo	urnish	
GAU	GE.	1						-		5'6"											1	
CL4:		1		2	3		4		5	6	2	,		8		9		10	1	II	12	:
Raily	vay			E. B.		В. 1	V. SYSTEM.				N. W. s	YSTEM.		IP.	B, B	& C. I	N. Sys	G. S.		M. STEM.		_
Cale da yea	ar	E. I.	5' 6 şauge			B. N. (a)	R D. (b)	E. C.	C. P	. 0. & R.	Coml. Sec.	Mily. Sec.	G. I. P. (a) to (c).	1. M (d) to (h)	B., B & C. 1. (a. to (f)	187.00	N. G S. (a)(b)	H G. V. (c).	M, (a)(c)) N. (d).	B, E).
									C	ОАСНІ	NG TRAI	FFIC,						,		<u> </u>		-
1897		9,55	11,01	9 3,70	5,37	6 1,619		2,690		4,191	5,402	1,555	5,223	2,533	7,626	3,340	2,485		5,40	·	1,26	57
1898		9,911	10,96	3,81	7 5,44	5 1,473		2,574		4,108	4,468	1,350	4,725	2,495	6,317	3,335	2,379		4,780	o	1,36	
1899		9,995	11,33	3,61	9 4,99	3 1,870		2,710		4,132	4,512	1,299	5,506	2,379	7,26.4	3,477	2,496	394	4,221	5,25	1,48	32
1900		10,227	11,49	5 3,97	9 5,52	3 2,840		3,29	•••	4,413	4,693	1,352	5,807	2,120	7,159	3,369	2,608	1,187	4,83	6,751	1,11	0
1901		11,004	11,95	3,99	5 5,49	3,771	529	+		5,059	4,979	1,495	4,	Szī	7,307	4,103	2,635	2,011	4,547	7,743	S S:	2
•									(Goods	TRAFFI	c.		<u> </u>			· · · · · · · · ·			·	1	
1897	.].	21,492	22,647	5,43	3,089	4,781	***	2,126	41,242	4,S59	8,602	2,074	13,608	4,143	16,425	6,666	7,681		8,005	j	6,227	
1893	. 2	1,597	21,032	5,508	2,031	5,194	***	2,154	4 2, S12	4,974	9,687	1,821	18,414	4,295	19,444	1			7,756		5,386	
1899	. .	22,699	20,621	5,812	2,436	5,529	•••	2,611	44,924	5,619	8,936	1,546	18,250	4,674	18,636	9,776	9,647	2,097	8,063			
1900	. 2	2,462	22,445	б,115	3,788	7,609		4,346	51,369	5,116	6,917	1,707	16,060	6,711	17,003	11,529 1	2,000	2,324	8,108	3,633		
1901	. 2	23,381	21,292	5,782	3,261	4,214	716	t	48,162	5,846	10,266	2,017	 I4,	126	14,201	10,734	9,268	2,792	7,170	C,‡89	3,140	,
	!							GRO	SS E	ARNIN	GS PER	MILE	WOR	KED.*		!_				!		
	T	-				j										<u>-</u>						
1898 .		- 1	35,277			7,190	•••	5,225	- [1	14,437	ł	- 1	- 1	24,685 ¹ 1	- 1	i		13,656		7,518	
			33,553	1	8,205		•••	4,941			14,459	j	- 1	- 1	:6,G93 ^l 1	- 1	- 1	- 1	2,789	l	7,020	
		- 1	- 1		9,601			5,425 5	- 1		13,792	- 1		- 1	16,474 I	- 1	- 1		İ	i	- 1	
		,672 3			10,118		1,286	7,854	0,699		11,954 15,589	3,114 2	19,1		4,315 1,			- 1	- 1	10,416 14,280	1	
	!		!-				!	NET	EAI	RNINGS	PER M	ILE W	ORKE	:D.*								
		T	T		1]		-	<u> </u>			1	-		<u> </u>	ı		 -	 -]	
897	İ		-		3,917		•••	1,698 1	7,434	4,210	7,229	224	6,556	3,004	1,219	5,326	,626		7,131		4,239	
898	1	187 1	İ		2,945			1,221 1	- 1	5,334	7,734	-56]	1	4,452	- 1	,6S ₂		6,532		3,327	
					3,183			1,907 2	- 1	5,898	7,160	<i>—723</i> 10	I	3,136	1,004	7,721 7	,571	r, 453	5,989	2,182	3,925	
		5e6 17	- 1		4,629	- 1		2,352 20			5,684	-237 I		4,722 II		3,308 8		,447	5,365	5,955	2,739	
				,,,,,,,	,,-,,	0.650	359	T 29	9,060	6,463	8,402	-41	9, 93	35 1:	2,207 8	3,164 7	,90S 2	372	5,921	8,159	2,265	

worked of each railway (by systems).

paragraph 39 of Report).

	,					3′3¾″									2'	6"			2'	o"	18	GAUGE
13	14	75	16	17		18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	Class No.
				R & Siste																		Railway
), S.	А. В.	D.	B. & N. W.	R. & K.	Р . L.	J. B.	ນ. C.	B. G. J. P.	S. M.	W. 1. P.	S. I.	в.	M R. W.	B. L	в. Р.	R. K L.	т. в	D. H.	11, A.	н. s.	J.	Calen dar year
									(OACE	iing	TRAI	FIC.									-
,548	t,792	5,424	2,865	1,942		1,431	1,459	2,543	1,954	922	4,692	4,928	2,650	924				5,623			391	1897
1,512	2,533	5,545	2,766	2,168		1,3 (1	1,501	2,100	1,379	841	4,128	4,6S3	2,481	8 6g	2,169		1,623	6,110	7,649	3,263	443	1893
1,633	2,244	6,014	2,510	2,219		1,286	1,551	2,345	1,273	1,019	4,054	4,566	2,601	969	1,856	2,991	1,833	5,420	8,374	3,191	473	1899
1,782	2,245	6,455	2,755	2,283	•••	1,091	1,333	2,232	1,821	1,116	4,559	4,732	2,566	1,128	2,142	3,301	1,947	5,833	8,40	3,577	46.	1900
1,558	2,232	9,045	3,158	2,703	953	1,269	1,533	2,369	1,939	1,128	4,927	4,669	2,673	1,301	2,288	3,322	1,574	6,70	8,33	3,684	518	190 1
										Goo	DS T	RAFF	ıc.									
7,321	1,409	886	3,469	2,026	···	1,886	564	2,314	3,954	1,594	3,629	4,711	1,379	3,961				8,59	3		3,189	1897
7,617	1,840	1,136	3,650	2,618		2,070	841	2,242	3,139	2,171	3,501	4,756	1,440	5,027	19:	•••	2,42	8,47	3 18	173	3,144	1898
8,732	1,566	890	3,913	3,200		3,256	1,723	2,437	3,478	6,707	3,817	4,557	1,768	6,125	203	66	2,599	8,38	37:	179	3,184	1899
9,06:	1,543	['] 810	3,524	3,037		2,678	3,350	2,823	3,505	3,470	3,581	5,263	1,841	4,487	293	85	2,50	9,82	5 52	266	2,765	1900
9,239	1,520	97	3,744	3,243	73)	1,703	1,700	1,736	3,046	3,791	4,300	5,129	1,073	6,371	347	5	2,27	8,52	4 72	287	2,357	1901
								GRO	oss e	ARNII	NGS F	ER I	IILE	wor	KED.	¢						
9,37	2 3,239	6,330	6,65	5 4,479		3,406	2,040	5,03	6,040	2,850	8,595	9,76:	4,539	4,99	2			14,59	3		3,61	1897
9,56	3 4,492	6,70	6,71	5,38	5	3,501	2,36,	4,18	4,60	3,355	7,869	9,579	3,987	6,03	6 2,38	•	4,23	7 14,79	5 7,84	8 3,66:	3,62	1898
10,85	3,917	6,94	4 6,So	6,18	9	4,642	3,33	4,92	4,86	8,121	7,991	9,32	4,450	7,23	1 2,12	6 3,07	4,75	814,01	9 8,76	3,37	3,71	1899
11,37	3,897	7,28	6 6,60	2 6,04	6	3,86	4,72	5,19	2 5,41	4,974	8,299	10,13	4,45	5,76	4 2,45	1 3,42	4,79	9,15,86	6 8,93	9 3,84	3,27	6 1900
11,28	3,651	10,08	2 7,20	6,27	3 1,69	3 3,050	3,23	3 4,16	6 5,oS	5,333	9,481	10,25	3,80	7,79	2,67	3,41	3 4,19	2 15,45	3 9,08	3,97	2,92	1901
								Ne	T EA	RNINC	is pe	R MI	LE W	ORKI	ED.*							
2,91	2.4	2,32	3,65	1,82	8	2,22	6 71	0 2,22	3 2,59	S3,10	5 4,02	7 4,40	2 2,24	3 99			•••	6,6	58		53	0 189
3,27	71 18	1,37		2,60	 	2,08	1 1,00			5~2,46									23 3,2			1 189
5,55	78	2 1,39	3,60	3,09	ig'	1	2 1,66			7 1,36					1	1	8 1,30	-	35 3,9		6 22	
5,65	1	-		3,11		1	1		1	6 1,74		1			1	4 90		7,0		1,35		1
5,47	74 78	3,88	4,01	3,45	57 50	8 1,35	0 1,30	9 1,78	1,50	3 1,69	6 5, 0 S	2 4,35	6 1,33	3,6	6 6	19 75	1,0	19 6,1	52 3,9	6 1,17	3 -14	7 190

except those from steam-boat.
radway and partly to the Madras railway from the 1st January 1901.

Appendix 23. Train-mileage earnings.

Gross and net earnings in rupees (excluding steam-boat

(Referred to in paragraph

N.B .- A reference to Appendix 2 will furnish the key

GAU	GE.							5'	6" GAUG	r.											3′ 33
Cla		1]	2	3	4	5	6		7		3	,	9	10)	1	1	12	13	14
N			E. I	B. S. Tem.	в. с.	D N	E. C.	0. &	N. W. 8	YETEM.	G. I		B., B. 8181		N. C	3. S. rem.	A reyer				
Cale dan yea	•	E. I.	5'6" gauge.	Other gauges.	D. C.	(a) & (b).*	B. 0.	Ř.	Com- mer- cial. Sec- tion.	Mili- tary. Sec- tion.	G. I P. (a) to (c)	I. M. (d) to (h)	B., B. & C. I. (a) to (e) & (k) & (l)	(fito	И. G. S (a) & (b).	v.	M. (a) to (c)	N. (d).	В, D.	D. S.	А. В
			<u>'</u>				E	RNIN	gs fro	M COYO	HING	TRAP	FIC.			٦.					
897		3 53	2.75	2.93	2 93	2.14	2.73	3.30	3.26	2 88	1.85	2.92	3:15	2.81	3.82		3.58		2.13	3.57	3.2
.898		3.61	2.69	2.85	2.87	1.73	2.97	3.02	3.07	2.62	1.68	2.95	3 29	2.94	3.75		3.26		2.39	3.05	4.8
899		3.20	2.87	2.78	2.71	2:58	3.38	2 86	2.99	2.57	1.98	2.71	3.43	3.12	3.96	1.77	2.93	3.62	2.55	2.96	4.08
.900		3.62	2.87	3 15	3 25	3.62	3.81	2 74	2 99	2:56	2.12	2 37	3.28	3.11	3.20	2 61	3.16	4.90	2.01	3.22	4.8
901		3 65	2:95	2.85	3 65	3 30	ş	261	2.89	2:39	2.35	2:36	3.26	3.41	3.44	2.69	2.91	5-23	1.81	2.56	3.8
***								Earn	INGS PI	on go	ods 7	TAPP	1C.								
897		5.17	5.60	3.38	2.14	3.69	2:30	3.33	4.29	2.26	4.16	4.18	8.38	4.11	4.12]	5.07		5.70	3.41	1.7
898		4 80	5 97	3.30	1.81	414	2.55	3.29	4.35	2.36	5.22	3.01	8.33	4.06	4.35		4.95		7.59	3·80	1.7
899		4.79	5.79	3.30	2.19	4.26	2:38	3.12	4.30	2.11	5.14	3.96	8·2S	4.21	4.60	3.21	4.73	2.80	11:27	3.03	1.2
900		4.29	6.17	3 11	2 58	3.86	2.85	3 36	4.20	2.16	4.74	4.79	7.75	4.51	4.69	2.08	4.70	3.50	9 91	4.29	1.7
901		4.64	5.93	3.00	2.52	3 43	5	3.48	4.63	2.22	5.20	₹.0₹	9.54	4.16	4.53	2.31	3.79	6:33	4.72	4.02	2.4
									Gross	e earn	ings.						,				
897	-	4.23	4:39	3.21	2 80	3.45	2.80	3.22	3 94	2 76	3.13	3.67	5.26	3.64	4.12		4.46		4:46	3 9 5	2.4
898		4:41	4.42	3.14	2.72	3.23	2 89	3 46	3 93	2.23	3 69	3.57	6.58	8.71	4.30		4.51		5:48	3.83	2.8
899		4.40	4 ·50	3·12	2.78	3 90	2.86	3.20	3.84	2.31	3.79	3.20	6.06	3.93	4.61	2.85	4.00	3.30	6.61	3.91	26
900		4.35	4.69	3-19	3.14	3'91	3.50	3.43	3.72	2:36	3 65	3.91	5.81	3.97	4.49	2 33	4.03	5.18	5.69	4.27	2.8
901		4.33	4.61	3 02	3.75	3.54	§	3 30	3.96	2:32	4 19	3 38	6.13	4.00	4.37	2.65	3.49	5.43	3.78	3-91	3.5
									Net	EARNII	GS.†					,					
897		3 22	2.40	1.88	1.20	1.66	0.95	1.24	1 97	1.66	1 09	1.62	2.52	1.89	2:22		2:33		2 51	1.21	01
823		2.99	2.58	1.76	30 0	1 72	0.72	1.81	2·10	-0.04	1.49	1.60	3.40	2.11	2.40		2 17		2 58	1 31	0.1
89)		2.95	2.30	2.84	1.08	2 03	101	1.91	2.00	-0.26	1 72	1.21	3 21	2 25	2.62	1.66		0.79	3 65	2.00	0:
900		2 82	2:47	1.82	1.30	2.32	0 95	1.68	1.77	-0.18	1'70	2.06	2 68	2.19	2 63	0 92	1.03	2.62	2 63	2.12	0.6
901		2 81	2.27	1.67	1 72	1.67	ş	1.80	2.13		2.18	1.72	3.40	2 15		1.22		3 27	1 95	1.90	0.0

^{*} Excluding Parlakimed Light ranks), as the tine was opened from 22nd April 1991 only. * Information

⁺ Includes all other earnings except

[‡] The earnings from ecaching and goods traffic § Transferred partly to the Bengal-Nagpur railway

earnings) per train-mile of each railway (by systems).

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the code letters used to express railway systems.

A U G E					·						,	2' 6	GAU	GE.		:	2′ 0″ GA	UCE.	Ì	GAUGE.
15	16		17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	Class: No.
D.	B. & N. W.	Sys	Powa- yan. (c)	J. B.	บ. c.	в. б. ј. Р.	s, M.	W. I. P.	s. I.	в.	M R. W.	в. L.	В. Р.	R. K. L.	T:B	D . H.	н. А.	н. s.	J.	Calendar year
	1						Eat	NING	s pro	и со	Achin	G TR	AFFIC.							
	2.28	2.88	***	3.13	2.50	3 19	2:32	1.80	2:57	3.73	2.16	0.22	h		ĺ	7.76	j		ſ	1897
•••	2.26	3.52		2.89	2:67	2.87	2.49	1.71	2:38	3 16	2 09	0.20				8.16				1893
•••	2.08	3.77	•••	3.10	3•50	3.22	2.49	1.28	2.63	3.30	2.19	5.47	}**	28	**	7.52	***	**	##	1899
	2.05	3.21		2.59	3.79	3.01	2.29	1.38	2.78	3.83	2.16	4.82	J			7.78	}		Į	1900
5•57	2:34	2.21	0.62	2.34	3.73	3:38	2.28	0 63	3·11	3 99	2 17	1.29	1.08	2.25	0 96	7 19	2.97	212	0.78	1901
							1	EARNI	ngs f	ROM	GOODS	TRA	rfic.							
•••	2.20	2.00		3*20	2·40	3.43	2.71	3.56	2.47	2.22	2.27	1.28				3.49	1		ſ	1897
•••	2.74	2.17		3.49	4.22	3.79	2.61	3.72	2.23	2.72	2.35	1.21		**	**	g•59	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	44	84	1898
•••	2.76	2.17		3.77	4.70	3.91	2.60	4.10	2 50	2.62	2:36	9.40				3.34				1899
***	2.61	2.12		2 55	5.36	3.67	2.35	4'13	2.77		1.24	8.02)		j	8.87	J		į	1900
0.46	2.81	2.79	0.21	2.22	4.90	3.85	2.59	2.13	3.01	2.80	2 01	7.76	0.28	0.03	1'39	\$.40	0.56	0.17	0.43	1901
								•	Gross	S EAR	NINGS	s.†								
2:26	2.66	2.65		3.23	2.69	3.42	2.28	3.25	2 61	3.08	2 47	0.11				4.23			3.07	1897
2.08	2.62	2.95		3.32	3·11	3.39	2.65	4.02	2.23	3.03	2.22	4:31	1.00‡		2.80	4.76	3.68	2.01‡	3.40	1898
2.33	2.54	3.00		3.63	4.12	3.62	2 63	4.91	2.61	2 99	2:30	8.73	0.92‡	1.641	2.88	4.34	3.21	2.10‡	8.20	1899
2.27	2.45	2.92		2.91	4.83	3.44	2.49	3.02	2.83	3-22	1.88	7.26	0.99	2.281	2.95	4.29	3.42	2.251	3.21	1900
3·18	2.67	2.91	1.16	2.66	4.30	3.62	2.21	3.00	3.12	3.30	2.15	9.20	0.971	2.31	2:57	4.19	3.24	2.29	2 41	1901
									NET	e ear	NINGS	.†								
0 83	1 48	1.07	!	2.13	0.93	1.21	0.98	-3:14	1.53	1.39	1 22	0.21				2:03			0.45	1897
0 43	1.20	1.43		1.97	1.29	1.40	0.79	-2.00	1.14	1.28	0.97	0.81	0.28		0.66	2.15	1.53	0.47	0.21	1898
0.46	1.31	1.20	***	2:21	2.02	1.75	0.85	1.41	1.53	1.23	0.93	3.61	0.18	0.29	0.79	1.53	1.28	0.61	-0.20	1899
0.48	1.24	1.20		1.62	. 2.82	1.72	1.16	-1.00	1.40	1.45	0.71	2.48	0.27	0.64	0.79	1.92	1.64	0.79	-0.58	1900
1:23	1.49	1.60	0.35	1.13	1.82	1.26	0.74	0.95	1.69	1.40	0.75	4.49	0.23	0.21	0.25	1.79	1.42	0.08	-0.13	1901

not available.

those from steam-boat.

are not shown soparately in the accounts.

and partly to the Madras railway from the lat January 190L

Appendix 24. Working expenses.

Working expenses in thousands of rupees

(Referred to in paragraph

N. B .- A reference to Appendix 2 will furnish the key to

												-1 07				<u>'</u>					
GAUGE.					1						 · - · ·	Б' C"		<u></u>				[1
Class: No.	1		2		3	4		5	6		7			8			0			10	
		E. 1	B. S. 6767	ru.						N.	W. exste	и.	G. 1	. P. sr	STEM.	B., B. A.	KD C. 1.	-1		S. sys	1
Calen- dar year.	E. I.	5'6" gauge	Other gauges.	Total.	в. с.	B. N. (a) & (b) t	r. C.	P.T.	O. & R.	Com- mercial section,	Mfli- tary sec- tion.	Total (a) 10 (f).	6. 1. 1'. (a) to (c).	1. M. (d) 10 •(h).	Total.	C. 1, (a) to (e) and (k) and (l).	R. M. (f) to (i).	Total.	0. S. (a) and (b).	II. G. V. (c).	Total.
		<u> </u>	<u> </u>							Engin	EERING	•								 ,	
	41,67	7,64	6,41	14,05	1,57	8,08	4,23	35	13,39	46,69	13,36	G0,05	49,08	6,95	62,73	27,62	21,71	40,33	5,79		5,79
1807 .	41,17	8,28	7,74	10,02	1,05	9,53	5,10	41	12,50	45,96	12,66	68,62	39,70	7,60	47,39	18,74 21,99	21,6t 29,20	40,35 51,19	4,72	,	4,01
1809 ,	51,12	13,72	7,47	21,19	1,80	12,52	6,97	3 1 35	13,20	37,21 31,31	17,00	61,30 46,70	40,62 20,97	9,93	60,25 40,67	27,71	34,27	61,99	7,98	2,07	10,05
1900 . 1901 ,	63,84	13,23	8,17 8,20	21,15 18,67	1,00	13,20 17,79	9,02 ‡	40	17,01	40,14	13,97	54,11	31,51	8,49	43,03	14,51	30,34	41,85	3,29	3,38	6,67
		<u>.</u>			<u> </u>		<u></u>		<u> </u>	Locom	OTIVE,										
	40.10	11,51	6,98	17,42	1,41	8,96	7,06	44	13,68	59,83	19,25	97,13	69,75	12,65	52,60	25,23	31,79	60,02	4,75		4,76
1897 . 1503 .	49,13 58,84	8,05	6,11	14,16	1,20	10,14	6,72	49	13,01	67,03	10,19	78,11	74,70	13,57	89,27	29,73	36,99	63,41	5,02	,	5,02
1899 .	03,51	9,10	6,53	15,63	1,50	11,97	8,90	}	12,69	69,77	11,31	81,03 81,70	78,27 79,95	20,76	05,01	30,47	42,79 62,41	73,20 80,59	5,43 6,85	2,20	8,05
900	73,52	10,36	7,19 9,09	17,85 22,35	1,47	16,60	11,47	- 1	19,61	69,51 80,93	12,19	01,59	87,60	21,20	1,03,79	20,53	49,39	75,01	6,14	3,12	8,26
1901	75,67	13,29	8,03	20,00	1,01	,					'''	2011									
	<u>1</u>								JARR	IAGE A	10 112	GON.	.4.2.1177			1			<u> </u>	· 	
1897 .	17,71	2,61	1,78	4,42	22	2,74	1,04	23	9,90	19,90 15,07	1,33	12,13	22,93 36,93	3,26	25,02 40,19	0,63	8,00 0,64	19,02	1,18	"	1,18
893	18,23	3,21 4,54	1,59	5,10 (6,51	40	2,57	1,34	27	4,70 8,14	15,32	1,63	16,95	23,72	4,10	29,12	14,05	9,08	21,01	1,15	1	1,16
900	19,39	4,94	2,79	7,43	29	3,59	1,93	60	9,95	14,14	1,76	15,99	18,07	4,13	22,20	15,31	15,04	20,30	1,33	15	1,13
901 .	22,20	6,15	3,43	0,58	34	5,49	‡	37	4,68	21,71	2,25	23,55	20,40	4,69	26,38	10,00	10,76	23,79	1,32	31	1,66
										TRAF	ric.			,							
897	36,60	0,55	4,97	14,52	1,24	5,52	3,36	1,18	7,83	23,42	4,09	23,11	29,58	5,26	31,84	10,17	19,46	26,63	2,66		2,66
893	39,07	10,43	6,47	15,90	1,29	5,69	3,67	1,32	8,23	26,33	4,30	30,63	20,91	5,31	35,22	10,19	15,10	27,91	2,95		2,65
899 .	41,53	10,81	6,09	19,93	1,31	7,26	5,27	1,28	9,13 16,16	26,49 26,26	4,66	31,02 30,05	30,76 32,25	6,03	36,83 39,21	10,66	17,23 18,81	29,09	2,74 2,91	1,00	3,00
900 .	45,01 49,65	11,12 11,62	6,63 7,02	17,75 18,61	1,50	8,0°3 12,26	5,76 ‡		11,79	29,69	5,13	35,02	31,30	7,91	39,91	11,35	10,03	30,38	2,79	1,81	1
										Gener	AL.			-		-	·		<u></u>	<u> </u>	<u>`</u>
1997	19,27	3,61	2,60	6,21	1,17	5,55	2,89	16	4,18	10,48	2,63	13,09	13,59	5,23	18,81	5,95	12,23	18,18	2,93		2,93
1898 .	19,29	3,70	2,71	6,41	1,33	5,84	3,18	23	4,36	11,65	2,49	14,31	13,41	6,05	18,49	6,61	12,27	17,58	2,07		2,07
1899 .	20,54	3,87	2,59	0,76	1,44	7,34	3,97	20	4,71	11,09	2,61	14,60	13,09	5,57	18,66	6,60	12,31	17,91	2,70	ì	2,74
. 604	22,20	3,80	3 to	7,09	1,49	8,04 9,78	4,13	22 23	5,95 5,40	12,35 13,91	2,87 2,89	16,22 15,93	14,27 17,19	5,92 4,14	20,19	1 -	10,55 11,47	16,35 18,33	2,59	1	3,44
901 .	23,53	4,15	3,40	7,55	1,57	9,18	‡		0,40			10,00	1,,19	2,14	21,33	0,50	11,47	18,53	2,53	1,07	4,50
			,				í		<u> </u>	Тота	L.*	ı	1	1	1		1		ı		
1837 .	1,62,40	41,53	25,71	67,24	6,48	32,21	10,58	2,45	18,19	1,52,12	32,78	1,81,90	1		2,22,74	80,61	05,03	1,76,61	17,82		17,8
1608. •	1,99,19	36,31	28,11	C4,45	6,57		21,15	2,79	1	1,71,32	31,87	2,03,10		1	2,10,57	1	98,97	1	1	1	17,0
1829 .	2,17,77	41,63	29,31	10,67 60,31	6,98 7.83		29,27 33,93	2,51 3,60	50,62	1,96,03 1,61,85	37,87	2,03,00 1,96,73	1		2,40,80		1	i i	1	1	17,60 28,30
1901 .	2,45,69 2,57,91	45,92 49,07	34,30 37,61	85,08	7,83 7,93	60,29	l		61,42	1,01,85	38,61	1	1,55,17 2,00,95	1	2,39,69		1	1	-1	6,43	i i
		,	1											'			1		1	1	

^{*} Includes working expenses under miscellaneous and steam † Excludes the Parlakimedi Light railway, as the line was ‡ Transferred partly to the Bengal-Nagpur railway and partly § Information Nors.—For working expenses per mile

DIX 24.

of each railway (by systems).

40 and 45 of Report.)

the code letters used to express railway systems.

Appendix 24. Working expenses.

								91.0	10							1									
				[ı	3'3]				1	1			2'	6".			2'	0″.		GATOR
11		12	13	14	15	16	1		18	10	20	21	22	23	24	25	26	27	29	29	30	31	33	33	Ciasa : No.
M. system M. (a) to (c).	N. (d).	B. D.	D.S.	A. B.	D,	B. & NW.	R. & K. (a) & (b).	Powa-	J.B.	Т. С.	B. G. J. P.	S. M.	W. 1, P.	\$, I.	В.	м. R. W.	В. L.	В. Р.	R. K. L.	T. B.	D. 1I.	Н. А.	H. S.	J.	Galen- dar year.
										E:	NGIN	EERIN	īg.									<u>. </u>		<u>'</u>	<u> </u>
12,90 12,79 12,03 13,09 15,01	23 15	27 36 27 25 83	2,01 2,73 1,53 1,73 1,83	2,50 6,03 4,20 4,43 5,40	4 5 C 4	7,27 7,80 10,24 11,05 12,07	1,75 1,87 2,28 1,98 1,82		01 1,01 2,49 1,92 3,72	35 29 21 25 33	2,86 2,93 2,72 2,65 2,61	11,93 11,67 11,92 13,41 14,64	54 54 59 67 75	11,66 0,26 8,19 0,10 8,70	12,45 12,84 12,40 13,71 15,49	42 39 40 42 41	11 12 12 13	8 9 9	 8 11 12	 13 18 17 15	79 77 1,03 70 1,05	 28 49 29	13 12 12 14	23 24 30 40	1897 1838 1639 1900 1001
<u></u>	<u> </u>			ł						Lo	соис	TIVE.			··						<u>'</u>	<u> </u>	1		<u> </u>
21,70 20,63 21,05 22,01 35,32	 30 55 60	26 20 26 37 75	89 94 1,05 1,09 1,23	2,09 2,02 2,61 2,55 3,15	6 10 8 11	5,27 5,82 8,26 0,03 9,86	1,50 1,51 1,76 1,66 1,97		1,60 1,03 3,02 3,64 4,71	20 25 33 49 39	3,55 3,45 3,64 3,81 %,16	10,03 15,37 10,50 18,86 17,01	04	17,73 17,63 17,80 10,41 19,08	18,20 22,73	73 75 63 1,20 1,00	18 23 18 12 17	 12 14 15	 7 10	 13 14 15 15	1,29 1,36 1,39 1,50 1,45	23 31 37 46	 0 11 6	20 16 10 17 41	1697 1898 1599 1900
			i					(CARR	IAGE	AND	WA	GON.							<u>. </u>			·		•
6,16 4,77 4,60 4,80 7,00	:: 2 3 3	3 5 7 7 17	49 47 49 53 51	24 45 52 63 02	1 3 5 4	1,69 1,45 1,93 2,59 2,63	44 50 62 65 78		26 25 35 45 53	6 3 11 4 15	66 60 60 73 72	3,87 4,28 4,82 5,28 6,60	17 10 10 21 21	5,21 5,27 4,68 5,17 5,41	3,93 4,20 4,15 5,40 6,10	12 15 17 17 16	3 4 5 3 3	2 4 3 6	 2 5 3	5 7 7 5	47 41 51 63 54	 0 10 9 0	 4 3 2 3	4 5 22 . C	1809 1809 1900
8,46 8,71 8,67 8,87 13,31	 4 10 11	30 30 31 30 45	62 62 57 02 70	1,68 1,64 2,03 2,32 2,93	5 6 5 6	4,63 4,91 5,63 6,77 8,23	1,22 1,26 1,33 1,33 1,47	 §	74 71 88 1,01 1,27	10 13 18 21 20	2,21 2,15 2,16 2,25 1,68	9,05 8,31 8,43 0,21 8,05	61 40 59 67 57	í	8,64 9,66 0,14 10,22 11,11	1	17 23 17 15	 18 10 16	 16 20 21	16	69	31 45 47 44	20	23 10 10 19	1698 1899 1900
					1					Gr	NER.	LL.			····				1			,	1		,
6,81 5,73 6,90 6,18 6,44	 2 4 4	31 29 25 24 55	80 80 81 83 82	3,32 3,10	2 3 2 2 3	3,86 4,04 4,56 6,10 6,57	1,41 1,46 1,51 1,48 1,67	: : :	40 43 67 69 92	7 13 13 18 17	2,09 1,05	8,62 8,97 8,15 7,90 8,16	99 91 98 95	6,40 6,39 6,30 6,68 6,79	6,06 6,55 0,96 6,86 7,40	37 39 45 33 34	31 39 38 37 38	13 12 12 13	5 7	13 13 13 13	74 75 82 73 66	19 13 12 15	 11 6 5	11 11 12 11 12	1698 1899 1900
	,										Тота	L.**				•						1	t	1	1
60,41 51,18 56,70 50,02 83,64	64 75	1,41 1,54 1,55 1,55 2,42	4,51 4,86	0,18 12,51 12,07 13,40 10,78	27 29	26,24 28,09 36,32 39,58 43,34	7,43 7,72 8,69 8,15 7,89		4,29 5,61 8,12 8,09 12,41	82 1,06 1,32	11,76		3,31 4,03 4,00	50,60 43,27 46,95 46,66 49,29	52,03 62,17 61,35	2,12 2,50 2,64	86 1,06 91 62 83	53 54 66 59	38 50 51	 66 69 70 67		1,11 1,33 1,33 1,48	55 52 49 55	62 76 1,02 1,02 87	1697 1698 1699 1900 1901

Appendix 25.
Proportion of expenses to earnings.

۴

GATOR	Proportion per cent. of working expenses
C _{L18} , No. 1 2	N. BA reference to the (Referred to in re-
Calen dar year. Pt. L. L. L. L. L. L. L. L. L. L. L. L. L.	(Referred to in paragraphs 5'6". [Referred to in paragraphs] [Referred to in paragraphs] [Referred to in paragraphs]
Year, T. L. 5'6' & & & Total. B. C. TEM. B. C. P. T. R. Com. Mill. Merci. March. Com. Mill. March. Com. March. Com. Mill. March. Com. Mill. March. Com. Mill. March. Com. Mill. March. Com. Mill. March. Com. Mill. March. Com. Mill. March. Com. Mill. March. Com. Mill. March. Com. Mill. March. Com. March. M	G. I. P. SYSTEM. G. P
1897. 7:36 S.P. Excrus-	$ \begin{array}{c c} G.I.P. & A.ISTEM. \\ \hline G.I.P. I.M. & B.B. & C.I.SYSTEM. \\ \hline (a) & (d) & Total. \\ \hline (b) & (c) & (f) $
1893 . 7.16 8.55 10.88 9.47 13.82 13.60 14.79 8.20 15.73 15.34 38.23 17.70 16.00 13.42 15.00 13.42 15.00 14.79 8.20 15.73 15.34 38.23 17.70 16.00 13.42 15.0	ENT. $(a) & V \cdot \begin{pmatrix} M_1 \\ (b) \cdot \end{pmatrix} V \cdot \begin{pmatrix} M_2 \\ (c) \cdot \end{pmatrix} V \cdot \begin{pmatrix} M_1 \\ (a) \text{ to} \\ (d) \cdot \end{pmatrix}$

1897 . 7:36 8:55 10:88 9:47 Jan 1	$Engineering Department. \begin{picture}(1,0) \put(0,0){\line(1,0){100}}$
1899. 8926 75.70 10.83 16.03 12.00 15.73	$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	10.75 40.68 14.71 11.41 1.40 15.15 16.85 10.85 1.4.
7:34 /12:00	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
1697 000	349 8·34 8·7. 22.40 15·16 10·17 27·43
$1893. \int_{9.53}^{9.09} \frac{12\cdot 92}{9\cdot 28} \frac{9\cdot 99}{10\cdot 00} \int_{9\cdot 55}^{11\cdot 75} \frac{12\cdot 36}{11\cdot 73} \frac{14\cdot 45}{12\cdot 74} \frac{11\cdot 21}{11\cdot 21} \frac{16\cdot 06}{16\cdot 06} = 18$	Lincomotive.

$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	LOCOMOTIVE.	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
1900. 1040 1000 9 68 9.89 13.19 13.20 2.30 11.19 13.21	1845 29.81 19 78 24:53 10 0	10,10 6.58
13.08 11.49 13.08 11.49 14.74 † 10.74 16.82	37 60 23.97 23.06 21.70	16.73 70.00 16.21 12.32 13.49
1897. 292/296/	ARRIAGE 135.77 20 88 20.95 20.85 20.93	$ \begin{vmatrix} 16 \cdot 73 & 16 & 05 & 16 \cdot 21 & 12 \cdot 32 & & 18 \cdot 49 & \\ 16 \cdot 07 & 17 \cdot 53 & 17 \cdot 74 & 11 \cdot 10 & 20 \cdot 69 & 20 \cdot 21 & 27 \cdot 43 \\ 17 \cdot 32 & 17 \cdot 33 & 17 \cdot 34 & 11 \cdot 80 & 15 \cdot 54 & 21 \cdot 71 & 27 \cdot 41 \end{vmatrix} $
1898 2-95 3 70 3-08 3-41 1-01 4-43 3 65 5 85 8-18 0 -	ARRIAGE AND WAGON,	11.80 15.54 21.71 27.41

1898 2.95 3.70 3.01 2.97 1.63 4:43 2.00	CARRIAGE AND WAGON.	20 93 17·32 17·35 17·34 11·50 20·69 20 21 2 15·54 21·71 2
1599 . 295 370 308 3.41 4.51 3.74 4.83 5 5 5	85 8·18 3·55 2 70 1	15.54 21.71 2
$1900 \cdot \sqrt{3.22} \sqrt{\frac{4.52}{4.52}} \sqrt{\frac{2.92}{4.12}} \sqrt{\frac{4.12}{4.05}} \sqrt{\frac{3.42}{8.09}} \sqrt{\frac{4.83}{6.5}} = 6.5$	38 4.83 4.00 379 3.59 8.08	56 7.40
	3 5:00 457 458	81 9.01 6.57 4.49 5.37 0.1
7 3 4 · 49 5 · 61 2 · 42 4 · 20 † 6 · 92	346 5.11 543 4 66 520 53	1 6.42 7.72 3.70 4.95 3.15 " 5.25
E37. 6:00	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{pmatrix} 4.92 & 8.10 & 5.01 & 6.23 & 2.59 & 1.16 & 4.27 & 21 & 1.16 & 4.27 $
895 . 6 33 12 01 8 96 12 0 1 8		1.7 1.39 1.39 1.79 1.79 1.79 1.79 1.79 1.79 1.79 1.7

$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	TRAFFIC. 13.40 8.28 1044
$\underbrace{\frac{1901 \cdot \int_{6.79} \int_{12.30} \int_{9}^{8.41} \int_{10.91}^{10.15} \int_{9.99}^{11.29} \int_{9.38}^{6.85} \int_{9.52}^{12.14} \int_{28.16}^{28.66} \int_{8.75}^{8.19} \int_{7.67}^{7.67}}_{7.91}$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
1697. 3:15 40.	13:42 7:73 7:48 7:61 7:50 6:45 6:30 6:45 6:30 6:45 6:30 6:45 6:30 6:45 6:30 6:45 6:30 6:45 6:30 6:45 6:30 6:45 6:30 6:45 6:30 6:45 6:30 6:45 6:45 6:30 6:45 6:45 6:45 6:45 6:45 6:45 6:45 6:45

$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	General.	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	8 50 3.89 3.84 7.4	3.45 5.27	7.76
PROPORTION OF TOTAL WORKI	4.47	4 26 3.08 4 61 3.98 4.13 4.02 4.03 4.00	6·55 4·95 6·10 6·95 5·48 1·82 5·46 1·92

PROPORTION OF TOTAL WORKING EXPENSES T

1897. 29 93 46 48 1	PROPORTION OF TOTAL 45 35 56.98 51.91 59.59 62.21 55.59 4 43.57 51.08 51.10 76.46 65.07 45.69	3.	52 4.11 4.14	4.38 3.07 3.77	$\begin{vmatrix} 3.93 & 6.10 & 6.9 \\ 3.49 & 4.00 & 6.9 \end{vmatrix}$	
1893. 32-21 41-80 43-64	45 35 56.98 51.94 20 1	L WORKING EXPEN	[]	4.13 4.03 4.03	4:00 8:00	5 5,40 10
1899. 33.18 49.30 49.41	13.57 61.08 51.76 50.59 62.21 55.59 4	19.97	SES TO GROSS	EARNINGS.	203 2.81 9.83	5:10
1900 - 31.78 47.75 49.50 4	45 35 56 05 51 191 50 50 62 21 56 50 4 43 57 61 05 51 10 76 46 65 07 46 12 46 46 82 61 23 47 96 65 11 56 90 4	93.76 51.49	65:61 / 20 /	LARNINGS.		1.57
1501 . 33 27 50 89 45 40 49	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	14 100 50-83	65·61 56·13 63 56·26 55 39 57·7	86 51.51 47.07		Ī
	Clistian I I TO SO SO INTO I	1 ~~! 51.9 ~ !	56·26 55 39 57·7 51·56 56·85 51 93	9/45.31/43.27	91 47.17	Prou
Excluding	Parlakimed: 7 58.39 45.60 46 1	4 101.00 57.71	52.47 47:00 51 93	3 46 59 42-82	$ 37 41.87 _{4}$	9.74
	8 Parlakimedi Light railway as the li	101 15 50.78	51.56 56.85 51.91 52.47 47.26 51.91 48.(3 48.87 48.21 c 22nd April 1800	53 58 45:40 40.5	$^{57} / ^{39 \cdot 28} / _{41 \cdot 81} / _{52} ^{2}$	2.20 20
	41	was opened from th	48.(3 43.87 48.51 e 22nd April 180:	41.50 46.21 45.5	$^{1}\left ^{41.52}\left ^{60.41}\right ^{52.5}$	76.70
•			- and April Tron	- 1 25.57	135.50	04 283

Excluding Parlakimedi Light railway as the line was opened from the 22nd April 1901 only. †Transferred partly to the Bengal-Nagpur N.B.—Excludes Cherra Companyganj (2' 6" gauge) railway

DIX 25.

to gross earnings of each railway (by systems.)

40 and 45 of Report).

the code letters used to express railway systems.

The code letters used to express railway systems. 3'33".																							
				1	1		3,	33".				-			,	2' 6".				2*	0"•.		Gauge
12	13 ——	14	15	16				19	20	21	22	23	24	25	26	27	-28	29	30	31	32	33	
B.D.	D.S.	A.B.	D.	B. & N. W.		P.	1	v.c.	B. G . J. P.	S, M.	W. 1. P.	s.I.	В.	м. в. w.	в. L.	в. р.	RK.	т.в.	р. н.	н. А.	H. S.	J.	Caler dar Year
,		•								Engu	NEERI	ng D	EPART	FMENT	•								<u></u>
9:34	85 49	25·83	13:81	12.14	13 [.] 96		7:36	28.83	13.58	12.68	29.88	12.29	14.35	9.86	10.42				10.67			21.21	1897
ł	1			12.18	12·51 13·13	•••	14.07	19.96	14.64	16·56 15·71	24·38 10·19	10·56 9·31	}	11.63 10.33	9.16	11.22		21.39	10.20	14.76	17:03	24.71	1898
- 1			1	i i	11.69		10.52	8.29	12·14 10·80	j .	20.09	9.31	1	10.02		11.09	16·96 15·23	18·47 17·98	14·39 8·61	15·84 10·97	16.60 15.47	31.38	1899
			İ	1 1	10.33	‡	16.61		18.91	1	j	1	13.03	1	1	11.80)		18'51	11.89	18.05	56·32 14·09	1900 1901
				1 1		<u>'</u>	<u> </u>		l	<u> </u>	Lo	СОМО	IVE.	·	<u> </u>	<u> </u>	<u> </u>	(l	!		
LOCOMOTIVE. 8-92 10-89 21-08 20-48 8-78 11-96 14-52 16-65 16-82 20-28 42-37 18-69 17-68 18-17 17-13 17-27 20-74 18-97 19-49 11-25 15-42 29-77 8-98 10-08 14-19 17-20 17-22 21-44 37-57 20-12 18-71 19-81 17-84 16-06 15-46 18-05 12-27 12-13 17-15 18-98 9-39 11-44 16-13 25-18 10-62 10-14 14-47 15-49 15-60 21-74 18-94 20-25 20-63 20-84 11-48 20-44 14-97 14-45 19-38 12-26 14-58 19-38 18-90																							
9:49 11:25 15:42 29:77 8:98 10:08 14:19 17:20 17:22 21:44 37:57 20:12 18:71 19:81 17:84 16:06 15:46 18:05 12:27 12:13 17:15 18:98 10:08 11:44 16:13 25:18 10:62 10:14 14:47 15:49 15:60 21:74 18:04 20:25 20:63 20:84 11:48 20:44 14:97 14:45 19:38 12:26 14:53 19:38 15:90 15:40																							
- 1	1			[ł								i i		14.23	19:33	1899
1	1						20.02	15.24	16.11	21.71	28.09	17.85		28.44	ĺ	19.15	i	15.86	18.52		13'00	19.22	
0 02	12 00	14 10	02 00	10 13	31 -0	+	21 00	11 14	10 03	2201	20 00	10 10	22 29	27 01	10 20	10 01	10 26	17.63	18'40	17.54	16,38	49.29	1901
15-32 12-35 14-76 32-56 10-15 11-23																							
1.23	5.91	2.43	2.29	2.63	3.21		2.08	4.20	3:11	4.11	9.33	5.49	4.23	2 70	3,18				6.28	***		4.30	1897
1.92	5.57	3.40			3.33	•••	1.80	2:24	3.58	5.98	7.32	6.02	4.77	4.07	3.33	3.31		5.28	5 87	4.72	4.73	5.12	1\$98
2 05	5·35 5·46	- 1		2·48 3·21	3·57 3·85	•••	1.68 2.48	5'08 1'32	2·95 3·08	6 35	3·35 6·39	5.25 5.62	4.71	4.03	3.84	5 43 4.26	4·53 3·65	8.00 7.36	7·14 8·09	3.81	4.26	22.43	
3.26		4.33			4.41	‡	2.35	6.62	3.80	6.97	5.69	5.14	5.13	4.53	1.81	6.22	4.79	5.41	6.95	3.24	2·90 3·47	7.37	1900
	- 1					<u></u>					T	RAPFI	c.	·	<u> </u>				!		!		
0.48	6:39	16:91	17:25	7.72	9.75		5.94	8:21	10:46	9:62	23:56	8:97	10:18	10:37	15:88			l	8.03		 _	24.11	1897
		1	1	7.59	8.40		5.21	8.75	Į	11.58		9.44		11.07		23 78		17.73	7.70	16.40	23:24	19.64	ł
1.19	6.20	12 82	l6·31	7:21	7.65		4.09	81.8	9.62	11-11	10.07	8.38	10:35	10.02	10.62	24.18	34.63	16.46	9.45	Į.	27.94	ł	Į.
			- 1	8.42	7:89	•••	5'55	6.46	- 1	10.60		8.52		11.16	i	20.81	1	l	ļ	1	26.13		f
0.15	6.98	3.73	8 25	8.47	8.35	‡	5.69	9 06	9.93	11.03	15'49	7.23	9.35	10.66	10.06	19:39	30.05	19'77	7.70	16.93	25.28	19·10	1901
									· · · ·	 ,	G	ener	AL.										
- 1	Į	i	ł	6.43	- !		3 29	6.00	9.73	l	55.02	6.75	6 99	8.61	31.38	•••	***		9.92			11.18	1897
ŀ	- 1	ţ	- 4	6.24	9.74	•••	3.21	8.79	1	12.52	- 1	7.29	7:68	10.00	30.05		10.55	14.77	9.89	10.20	15.01	11.50	1
- 1		0·48 8·14	J	6.30	8.67	***	3.28	6·37 5·54	9.33	10·74 9 20		7·16 7·25	7·77 6 22	10.60 7.71	24·59 29·63	i	10 [.] 75 9 [.] 62		11·47 9·04	5·17 4·67	7.41	12·54 12·35	ł
ı	- 1	Į.	- 1	5.73	9.51	‡	4.13	- 1	10.73		- 1	6.45	6.30	9.50	22.74			17.58	Į.	5.87	1	14.48	1
	ı	L			<u> </u>	Pro	PORT	O NO	r To	(AL W	ORKI	NG EX	PENS	cs§ T	o GR	OSS E.	ARNIN	GS		<u> </u>	1.		<u>. </u>
276	8.93	2.71	3.22	13 78	59 18		31.67	65.18	55.82	57.03	189-46	53 15	55.25	50.49	79:99				55.29			85·82	1897
	1	1	i	18.37	- 1	- 1	40.55	- 1	ŀ	- 1	1	1		56.41	i		,	76:49		58.36	72.12	1	1808
·63 4	8 86 8	0.03	9.93	16 67	50.09		38-99	50 21	51 92	67:78	71-21	52.66	59.45	59-56	58.63	81.57	81.84	72:51	64.08	55.02	70.77	106.16	1899
42 49	i	- 1	- 1	19-21	- 1		- 1	- 1	- 1			i	55.62	- 1	65.89		71.95			51.99		118.07	
					44.90	70 00	KK-KO I	57'64	57:26	70.45	119-90	Acten I	KC VO I	CK-OO I	52.60	70.92	78.02	70.81	50°18 (56:91	70.50	105 :01 (1901

[§] Inoluding special and miscellaneous and steam-boat expenses.

Appendix 26. Mileage expenses.

Working expenses per mean mile

(Referred to in paragraphs
Appendix 2 will furnish the key

														240	10A	eleteik	e to A	ppendix		lumsii	the ke
GAUGE.						1		1	1	5′ 6′		1		1]		1			<u> </u>
Class: No.	,		2	3	4	ľ	5	6		7			3		9		10	1	11	13	13
		E. B	. systen						N.	W. sy	stem.		I.P. stem.		& C. 1. tem.		3. S. tem.		dras em.		
Calendar year.	E. 1.	5'6'	Othe	B. C	B. N. (a) & (b)	E.C.	P. T.	O. & R.	Com sec.		Total	G, 1.F (a) to	1. M (d) t (h)	B .B.8 C. I.(a o (e) 8 (k)&(l	R M. (f) to	N.G S (a) & (b)	G.V.	M. (a) to (c)	N. (d)	B. D.	D. S.
	<u> </u>	1 .	15	J		1	E	ENGIN	EERI	NG D	EPAR			(,					'		
				1			4,10.	1,520	2,21	1,43	1,97	3,089	70,	4,65	1,111	1,632		1,504		742	3,325
1897 1898	2,32		1	1.	ļ	1	1	1 .				l	1 .		ĺ	Ι	1	1,491	i	989	
\$79	2,798	5,13	1,15	4 1,29	1,088	850	4,034	1,28	1,48	1,68	1,54	2,72	87	3,18.	1,480	1,330		1,403	2.501	742	1,800
900	3,017	4,95	3 1,159	1,365	1,013	1,134	4,063	1,514	1,130	1,200	1,295	1,977	849	1	1		711		***	400	2,033
901	3,122	3,87	3 1,13	1,311	1,106	+	5,192	1,500	1,500	1,305	1,449	2,207	673	1,836	1,611	926	869	1,173	896	304	2,066
				1			L	OCO	1011	E D	EPAR'	rmen	т.								
So7	2,555	4,569	1,003	1,125	1,039	1,323	5,172	1,558	૨, 699	1,102	2,211	4,677	1,360	4,249	1,781	1,339		2,530	•••	714	1,020
S ₀ S	3,054			962	1,096	1,231	5,621	1,307	2,671	1,067	2,233	5,009	1,390	4,386	1,853	1,415	•••	2,405	•••	714	1,108
So	3,193	3,405	1,008	1,083	1,040	1,143	4,991	1,232	2,792	1,117	2,309	5,249		1	2,162		543		3,213	714	1,241
900	3,475	3,864	1		i	1,470									2,651		756	2,632	3.231	616	.,,,
, 100	3,602	4,947	1,243	1,163	1,199	†	7,593	1,753	3,043	1,275	2,533	5,597	1,681	3,738	2,624	1,448	802	2,605	3,915	690	1,395
						C	ARRI	AGE	AND	WAG	ON I	ЭЕРЛІ	RTME	NT.							
97	971	1,045	304	175	318	195	2,697	793	512	143	399	1,541	311	1,622	498	333	•••	718		82	557
Be	916	1,244	372	394	278	245	3,205	478	592	150	472	3,476	334	1,598	487	364	.,,	556		137	549
99	984	1,699	304	332	243	226	3,433	790	613	161	483	1,590	397	2,043	504	323	29	525	235	192	581
00	1,012	1,733 2,296		205	297	250 †	5,828 4,891	638 411	548 816	171 200	441	1,192	327 388		763	375	51	571	207	118	621
1	.,03/	2,290	470	243	341		4,091	1.1	210	209	642	1,309	300	1,264	891	372	87	516	195	160	577
			7			- 1		TRAI	FIC	DEPA	RTME	NT.			7		1				
07	1,904	3,780	848	996	640	629	13,805	898	1,112	504	926	1,984	557	1,713	843	750		986		824	599
	ı	4,043	933	1,032	637		15,445	827	, 55	451	875	2,006	544	1,720	867	747	•••	1,016	***	824	, 609
1		4,050	940	942	631		15,005	886		451	883	2,063		ļ	876		297		476	_	673
j	- 1	4,150 4,336	260 340	1,034	742		20,695 19,869	948	1,018	, 456 479	858 938	2,000	555 604			791 761	37 ⁶ 472		572 632		733
					1					479	33	2,000	0,04	2,430	.,011	701	4/2	962	03/	412	707
1	1	<u>-</u>		 -	- 1	- 1	1	GE	NERA	L CI	IARG	ES.					,				
7	1,002	1,429	444	934	643	542	1,825	476	497	271	428	911	554	1,002	626	826	•••	677		852	916
s	1,002	1,434	460	1,062	631	582	2,645	438	466	260	410	£9 9	520	921	720	753		668		797	945
	1,044	1,448	446	1,039	638	505	2,339	457	4E0	258	416	878	503	814	622	761	174	690	166	687	948
		1,450	455	1,068	668	533	2,568	472	479	279	422	942	470		570	728			226		97
- 1	1,120	1,547	465	1,129	CoS	+	2,873	476	490	270	437	1,098	329	868	б 10	714	507	622	225	506	926
					<u> </u>		To	ral '	Wor	KING	Exp	ENSE!	5.*	,							
7 9	,409 1	6,440	3,835	5,188	3,723	3,528 2	3,701	5,492	7,208	3,502	6,074	12,500	3,834	13,576	4,910	5,024		6,577		3, 269	6,460
S 10	0,242 1	1,057	4,215	5,031	t t	3,719 3	1	- 1		3,316	5,795	- 1		12,239		. 1	1	6,317		4,176	
1	,032		4,015	5,025	3,781	3,518 2		4,913	- 1	3,722	5,795		- 1	12,470	- 1	5,417	1,044		6,937	3,324	5,303
	,511 1	1				4,291 4	1		1	3,385	5,452	12,218	4,216	13,193	6,853	6,167	2,209	6,907	4,462	2,178	5,720
1 II:	.,165 1	7,933	5,060	5,489	4,300	1 4	1,639	5,418	2,186	7 507	6,159	12 824	7 885	9,604	6,993	4,370	2,792	6,169	6,121	2,234	5,813

Includes special and miscellaneous expenditure, direct charges,
 † Transferred partly
 ‡ Information
 N.B.—Excludes Cherra-Companyganj railway which

DIX 26.

7

worked of each railway (by. systems.)

40 and 45 of Report.) to the code letters used to express railway systems.

Appendix 26. Mileage expenses.

		3	3 3 3"											2! 5"		-		2'("	ſ	Gauge.
14	15	16		17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	Class No.
A. B.	D.	B. & N. W.	(a) &		Ј. В.	U. C.	В G. J. P.	S. M.	W. I. P.	S.I.	в.	M. R. W.	B. L.	B. P.	R. K. L.	т. в.	D, H.	Н. А,	H. S.	J.	Cal- endar year.
			(6)				E	NCINE	TED IN	c Di		TMEN	<u>, </u>			1			1		
			1 1				13	NGINI	SEX IIV	10.101	SFAR	IMEN	1.	1			1	i	1 1		
850	874	891	625	***	250	588	682	766	1,056	1,056	1,403	447	509		•••		1,549		,	814	189
2,070	996	888	673	•••	493	471	657	763	1,054	831	1,371	414	553	267		917	1,509	1,158	б24	897	189
1,030	1,034	967	812	***	554	373	598	761	1,142	744	1,314	519	541	278	521	879	2,017	1,388	561	1,013	189
1,016	867	972	707	•••	406	392	560	841	1,315	837	1,264	449	602	289	543	85 0	1,373	978	6o8	2,852	190
942	784	946	651	‡	503	441	579	919	1,475	792	1,340	438	52 5	302	580	753	2,087	1,080	719	412	190
							I	oco	TON	E D	EPAR	TMEN	т.						1		
693	1,296	646	536	***	494	348	846	1,226	- 1,487	1,561	1,729	823	834				2,529			708	189
693	1,995	655	543	•••	497	431	773	988	1,624		1,797	790		382	•••	663	l '	ì	l 1	622	189
632	1,748	781	627	•••	672	517	779	1,058	2,021	1,618	1,929	929	831	435	460	687	2,717			719	i
585	2,372	794	592	***	773	734	836	1,183	1,838	1,481	2,096	1,276	556	482	4 94	750	2,941	1,293	405	642	1
544	3,283	783	705	‡	681	572	695	1,123	1,939	1,719	2,287	1,057	801	443	556	753	2,853	1,593	650	1,141	190
1								55.		37.0	5									- 1	
CARRIAGE AND WAGON DEPARTMENT.																					
80	145	193	157	,,,	71	99	157	248	333	472	443	122	139	***		•••	922			142	18
153	548	164	,179	•••	63	53	147	275	316	474	458	163	200	79		239	869	371	172	180	189
125	1,065	182	221	•••	78	169	146	309	375	444	440	182	242	116	139	381	1,001	370	144	834	189
141	774	227	233	•••	96	62	160	331	418	465	498	180	139	96	247	350	1,275	314	101	227	190
159	212	209	277	‡	76	216	158	355	411	487	5*8	172	143	167	163	228	1,054	331	138	214	190
					\\			TRA	FFIC	DEP.	ARTN	ENT.							<u> </u>		<u> </u>
556	1,092	567	437		201	166	527	582	998	770	997	470	787				1,17	5		814	18
563	1,179	553	452	•••	182	207	483	534				!				760		1 .] '	Ί ΄
502	1,133	532	474		195	283	474	546		714	969	447	768	514	1,054	783	1,32	1	1	1	
533	1,164	596	477	"	214	319	494	577	1,127	707	942	501	695	514	988	800	1,35	1,64:	1,013	- 718	19
506	1,336	653	524	‡	184	293	413	561	1,118	684	952	405	784	518	1,025	828	1,190	1,538	1,006	359	19
1								G	INER	AL CI	HADC	FC					<u> </u>)	1		Į
		,						0.	SIVISIO	L C	INKO]				1	1			
826	515	473	514	***	113		489	554		580	-	1		l .			1,45	1	***	389	
781	526	455	525	***	112		476		_			t	١.	1	i	638			1.		
802	491	430	537	***	127		460					l	i	1			1				ł
712	491 579	446	529 597		127		447 447	501 530			_	1	1		1		1			1	ì ī
641	3/9	44.2	397	*	•34	*3*	447	230	7,929	0.2	Oijo	301	.,,,,		33	/3.	1	33		7-	, ,
641							Т	OTAL	Wo	RKING	Ex	PENS	es.*	1	1	1		1	1	1	1
641		1 -	1							1]	2 080		***					1	٫. ا
	4,002	2,945	2,660		1,170	1,325	2,810	3,448	5,948	4,560	5,357	2,200	3,90.	•••		***	8,05	9		2,90:	2 10
3,049	4,002 5,323	2,945 2,878	2,660 2,790	ľ		1,325	2,810 2,633					1		i	i	3,279		ł	1	į	1
3,049	•	1		•	1,549		2,633	3,233	5,824	4,321	5,497	2,249	4,899	1,705		3,279	8,10	9 4,58	2,649	2,86	18
3,049 4,305	5,323	2,878	2,790		1,549 1,810	1,380	2,633 2,558	3,233 3,297	5,824 6,753	4,321 4,208	5,497 5,486	2,249 2,654	4,899 4,240	1,705	2,514	3,279	9,08	9 4,58 5 4,82	2,649 2,388	2,86; 3,94;	7 18 7 18

rent of leased lines and contribution to Provident Fund.
to the Bengal-Nägpur railway and partly to the Madras railway from the 1st January 1901,
not available.
has been closed from 25th March 1900 and subsequently abandoned.

Appendix 27. Train-mile expenses.

Working expenses per train-mile

(Referred to in paragraphs N.B .- A reference to Appendix 2 will furnish the key

													Ν.	B,⊷A 1	eterenc	e to Ap	penaix	2 1/11/1	lurnish	the key
GAUGE.	Ī		•						5' 6"							10	1	, 	<u> -</u>	
CLASS: No.	,		2	3	4		6		. 7		G I		B. B. d		N. C	i. S.	MAD SYST	RAS	12	13
	1	E. B.	SYSTEM.		B N.	F.C.	0	N. 1	W. sys	гем.	G.1.P.	I. M.	B. B. & C. I.	R. M.	N, G. S.	H. G.	м.	Nilgiri		
Calen• dar year•	E. 1.	5' 6" gauge (a).	Other gauges (b) to (e).	в. с.	(a) & (b).		& R.	Com.	Mily.	Total.	(a) to (c).	(d) to		(5) to (7).	(a) & (b).	(c).	(a) to (c).	(d).	B. D.	D.S.
	.1		.`	·		1	Engin	NEERI	NG I)epaf	RTMEN	VT.								
	0'34	0°37	0.38	0.30	0.42	0'42	0.26	0 59	1.02	0.66	0.21	0.38	1.06	0,40	0.61		0,43		0.43	1'28
1897 • 1898 •	0:00	0'42	0.43	0'44	0'49	0.22	0.14	0 49	1'04	0.26	0.45	0,40	0.72	0.32	0.49	•••	0,13	•"	0.58	1,10
1899 •	0°37	o•68	0.37	0'44	o*54	0°47	0'41	0'42	1'32	0,23	0'43	0*42	0 73	0.43	0'49	•••	0.42	0 90	0.69	0.26
1900 •	o'3 9	0.64	0.36	0°45	0'37	0 47	0'47	0'41	0,93	o'48 o'45	0,32	0.36	0'77 0'52	0'44	0.33	0°45	0'49	0'36	0.42	0.43
1901 •	0,39	0,21	0.36	0'49	0'48	† !	0,43	0.38	0.82	0 43	0 33	1 029		1 0 72	0 33	0.43	} • 31	1 - 3-	1	0 /2
						L	OCO	MOTIV	E DI	EPAR?	rmen.	Γ.								
1897	0'37	0.21	0.32	0 35	0.20	o 69	0.60	0 72	0.83	0'74	0.11	0.23	• 0.06	0.63	0'52		0.82		0,45	0.42
1898 •	0'42	0'41	0'34	0,35	o'53	0.13	0.49	0.13	0.83	0.24	0'79	0,15	1.03	0.60	0.23		0.80		0,22	0,40
• وو\$1	0'43	0 45	0'32	0'37	0.2	0.60	0'41	0.18	o [.] 87	0'79	0.83	0'74	1,01	0.63	0.21	0 62	0.80	1'16	0.62	0'42
900 •	0'45	0.21	0'33	0'35	0.20	0.61	0'57	0'84	0.84	o*85 o*78	o'84	0'72	1,00	0.63	0.40	0'45	0.82	1.42	0.01	0'45
901 .	0'45	0.62	0,39	0.43	0.25		- 49	0 //	0 0.3	0 70	0.00	0 /2	1 . 00	1 009	1 0 3.	04.	7.3	1 . 3/	1004	1 0 40
					C	CARRI	AGE	AND	WAG	ом Г	EPAR	TMEN	IT.							
897	0'13	0,13	0 10	0*05	0,12	0,10	0'30	0'14	0.11	0,10	0'25	0'17	0'37	0.10	0,13		0.53		0'05	0,53
898 •	0*13	0,11	0,10	0,13	0'13	0'14	0.13	0,16	0,15	0.12	0.39	0.17	0.32	0.12	0,13	•••	0,10		0,11	0,50
899 •	0,13	0.53	0,10	0,11	0'12	0'12	0,52	0 17	0,13	0'17	0'25	0,10	0.47	0'15	0,15	0,03	0 17	0.08	0,14	0,10
900 .	0,13	0,30	0'12	0°07	0,12	0,10	0,11	0'17	0.14	0.10	0,51	0.14	0.43	0,52	0,03	0,03	0'17	0.02	0'12	0,55
901 .	1				(•			TRA	FEIC	DEP	ARTM	FNT.		1	1	1	, -		1 '	
			1 0:00	1	1 0:01	1 0:00	1 0:22	<u> </u>			1	Ī	0100	1 -:	1	ī	1	<u> </u>	1	1
897 . 898 .	0,58	o'47	0,30	0'31	0,30	0,33	o.33	0.30	o 37	0,53	0 32	0,30	0.30	0,30	0'29		0.33		0.40	0,32
899 .	0,58	0'54	0,30	0,35	0 31	0'35	0.50	0,30	0.32	0 30	0,35	0.50	0,36	0,52	0,53	0'34	0.35	0,12	0.28	0.53
900 .	0.58	o*55	0'29	0,32	0'27	0,30	0,30	0,35	0.32	0,35	0'34	0'24	0'34	0'24	0'24	0.54	0,31	0,52	0.00	0'26
901 .	0.50	0.24	0 30	0'37	0.33	†	0.53	0.50	0.31	0,58	0'31	0.50	0'41	0.52	0,52	0'24	0,53	0,52	0.36	0,52
							G	ENER	AL C	HARC	ES.									
E97 .	0'15	0.18	0'15	0,30	0.31	o ²⁸	0'17	0'13	0,50	0'14	0.12	0.50	0.53	0,53	0 32	l	0.55	l	0,21	0.38
893	0'14	0,13	0.12	0'35	0,30	0*34	0.12	0,13	0,50	0'14	0'14	0.52	0 22	0.30	0.58		0,55		0.65	0'35
899 .	0'14	0.13	0'14	o [.] 35	0,31	0'26	0'15	0.13	0.30	0 14	0'14	0'24	0,13	0.12	0.58	0,50	0,55	0.06	0 63	0'33
900 .	0'14	0,10	0'14	0'34	0*24	0 22	0,12	0*15	0'21	0,16	0.12	0,51	0.19	0'14	0,51	0'19	0,55	0'10	0'42	0'34
901 .	0'14	0,30	0'15	0'42	0,36	†	0,13	0,15	0.18	0,13	0.12	0'14	0'25	0,16	0.52	0.56	0,18	0,00	0'44	0'32
					,	7	COTA	L Wo	ORKIN	G E	XPEN:	SES.*					ı			
397 .	1.36	1,08	1*33	1.60	1.40	1.82	2'06	1.05	2.20	3.03	2'09	2'05	3.08	1'75	5,03		2,13		1'95	2.22
. 8e8	1'42	1'84	1,38	1'74	1.80	2'17	1 65	1.83	2`57	1,01	5,30	1,01	2.88	1.61	1,30		2.06		1.88	2,58
B99 •	1,46	2*20	1,58	1'70	1.87	1.82	1,61	1,82	2,03	1.08	2*11	1,08	2'86	1 68	2,01	1,10	5.00	2,21	2.99	1.24
900 .1 901 .		2,32	1,20	5,03 1,84	1.28	1°77 †	1.75	1°95	2`57	1.80	1,02	1'85	2.82	1'74	1'74	1,41	2'10	1,96	2,52	1,30
901 .	. 3. [- 33	• 39	- ~3	- 50	'	- 3^	. 62	2.32	. 09	5,01	1.62	2,13	1.84	1.26	1'44	1.80	2,46	1.94	2,01

of each railway (by systems).

40 and 45 of Report.)

to the code letters used to express railway systems.

	code le						-					ſ									
	1	1		3′ 31	! ".	· · · · ·	·	1		. —	,			2' 6".				21	o" .		GAUGE,
14	15	16	·	17	18	19	20	21	`22	23	24	25	26	27	28	29	30	31	32	33	CLASS No.
А. В.	D	B. & N. W.	SY:	& K. STRM. P. L. (c).	ј. в.	U.C.	B. G. J. P.	S. M.	W. I. 'P.	S. I.	В.	M. R. W.	B. L.	в, Р.	R. K. L.	т. в.	р. н.	н. а.	н. s.	J.	Calendar year.
								E	NGIN	EERI	NG D	EPART	rmen	T.			•				,
0.64	0.31	0'35	0.37		0°24	0.18	0.46	0.50	1.02	0*32	0.44	0.24	0,11				0.48			0.24	1897
1:30	0.31	0'34	0.32		0°47	0.65	0.20	0.44	0.08	0.52	0*43	0.53	0.09	0,11		o*58	0.48	0,22	0*36	o : 86	1898
0,40	0*34	0.36	0.33		0,43	0*46	0*44	0'41	0.20	0*24	0'42	0.52	0*67	0'12	o•38	0.22	0 63	0.26	0'34	1,00	1899
0'74	0'27	0.36	0*34	•••	0,31	0'40	0.32	0*38	0.80	0.58	0.40	g.19	1,00	0.15	0*37	0.2	0.32	0.34	0.32	1.31	1900
o*83	0.56	o*35	0,30	‡	0.42	0.28	0.21	0*45	0.83	0°26	0'43	0,52	0'64	0.11	o•3 9	o*46	0.66	0,38	0.42	0,31	1901
					•				Loc	TOMO	IVE]	DEPA	RTME	NT.							
0.2	0.46	0.52	0*32		0*47	0'45	o 59	o•46	1'49	0 49	0*55	0 45	0.18				0'79			0.62	1897
0'44	0.62	0.50	0.30		0'47	0'57	0.28	0.24	1.21	0*51	0 57	044	0.18	0.19		0,45	0.86	0-45	0'25	0*57	1898
0*43	0.22	0.50	0.30		0,22	0'64	0*58	0.22	0.89	0*52	0°62	0*48	1,00	0 20	0.33	0,45	0'84	0'44	0,31	0 63	1899
0.43	0.74	0,30	0.50	•••	0*56	0.12	0,22	0.24	1°12	0.21	0.64	o*53	1.59	0,10	0,33	0'45	0'79	0.49	0.54	0.63	1900
o * 48	1,04	0°29	0,33	‡	0,61	0'76	0.61	0.22	1,00	0.24	0.74	0.60	0.08	0*16	0•38	0'46	0.83	0°57	0'37	1,10	1901
90,0	0,02	0.08	0 09		0'07	0'12	0,11	0.00	0 33	0'14	0'14	0 07	0,03				0.50			0,13	1897
0,00	0'17	0°06	0.03		0,06	0'07	0,11	0,16	0 29	0.12	0'14	0. 00	0.03	0,03		0'16	0'28	0.18	0,11	0'18	1898
0'08	0.32	0,02	0,11		0,00	0'21	0'11	0'17	0'17	0'14	0'14	0.00	0.58	0.00	0,10	0'21	0'31	0'14	0.03	0'73	1899
0,10	0'24	0,08	0,11		0,04	0,00	0,11	0,12	0.22	0,16	0116	o*o8	0,32	0.04	0.12	0'21	0'35	0'12	0.00	0,53	1900
0'14	0,02	0.08	0,13	‡	0'07	0'28	0'14	0,18	0.53	0,12	0'17	Q,10	0'17	0.00	0,11	0'12	0,31	0'12	0,08	0 18	1901
									Tr	AFF10	DE	PARTI	MENT	•							
0.42	0.30	0*23	0°26		0,10	0,55	o'36	0*22	1,00	0.53	0.31	0*25	0.12				o*37			0'74	1897
o° 35	o•36	0,55	0.22		0,18	0 27	0*37	0.31	0.30	0°24	0.33	0.52	0,18	0.54		0.48	0°37	0 61	0,20	0.68	1898
0*34	0'37	0'20	0.53	,	0,12	o*35	0*35	0.50	0'49	0°23	0,31	0.53	0.04	0.55	0 76	0*48	0'41	0.63	0.26	0.63	1899
o .3 9	0.30	0,53	0.53	•••	0,10	0.33	o*33	0°26	0.60	0°24	0*30	0*21	1.35	0'21	0.62	0 48	0,30	0.63	0.20	0,40	
o *4 5	0,15	0.54	0*24	‡	0.16	0,30	0.36	0.58	0.63	0.33	0,31	0'23	0.06	0,13	0*70	0.20	o°35	o*55	0,28	0°46	1901
									G	ENER	al C	HARG	ES.			,					
0.62	0.10	0.10	0,30	[0,10	0,12	0.33	0*21	1*93	81.0	0.53	0,51	0.34	•••			0.42			0.32	1897
0'49	0.16	0.18	0'29		.0,10	0.58	0.36	0'33	1.66	0.18	0.53	0.55	0*31	0.18	•••	0.45	0*47	0'37	0,31	0,30	1898
0.24	0.16	0'16	o*26		0,10	0.50	0°34	0.58	·o*82	0.10	o 23	0'25	2*11	0'17	0*24	0.30	0.20	0,18	0'14	0,40	1899
0.25	0.12	0.12	0°26		0.00	0'27	0.30	0°23	1'14	0.30	0.50	0,12	3.18	0.12	0'23	0.30	0.31	0.10	0.12	0'41	1900
0.24	0.18	0.16	0.52	‡	0.15	0.34	0.30	o 26	1,00	0 20	0'21	0*20	2-16	0,12	0,55	0.42	0.49	0.10	0.12	0.32	1901
				,				1	OTAL	. Wo	RKIN	g Ex	PENS	ES.*			,				
2.30	1'43	1.18	1.28		1.13	1'76	1,01	1.30	5*95	1.38	1.30	1°25	o [.] S5				2'47			2.62	1897
2.40	1'64	1'12	1.23		1.52	1,85	1,00	1.86	5 41	1.38	1 74	1.52	o•83	0.45		2'13	2.26	2'18	1.23	2.71	1898
2*12	1*82	1,10	1,20		1'41	2.07	1,30	1.48	2.96	1.36	1*76	1*37	5.11	0'75	1.81	2,03	2.48	1'94	1*44	3*40	1899
2.23	1.43	1'20	1'40		1'29	2'01	1'73	1,61	4.08	1,43	1,44	1'17	7'41	0'72	1'67	2'12	2.38	1'77	1'44	3.48	1900
2.24	1.06	1.18	1.31	081	1.46	2.48	2.00	1.44	3.92	1°46	1*90	1'40	2.01	0.68	1.20	2.02	2'69	1.85	1,61	2.22	1901

charges, rent of leased lines and contribution to Provident Fund. to the Bengal-Nagpur railway and partly to the Madras railway from the 1st January 1901. not available. railway which has been closed for traffic from 25th March 1900 and subsequently abandoned.

APPENDIX 28.

Appendix 28. Fuel consumption.

Coal and wood fuel consumed by each railway (by systems) and price paid per ton during the Calendar years 1897 to 1901.

(Referred to in paragraphs 33 and 43 of Report.)

		N	.B.—A reference	(F to Append	dix 2 will	to in para furnish th	e key to	the code	letters u	ised to ex	press rail	way sy	stems.					
<u> </u>			Sources of Su		DI	SCRIPTI	031 OE	FUEL W	IO HTI	JANTIT	CONS	UMED			Consi	UMPTIO	n in B.	m
		Calen-		Average	Fo	REIGN CO.	A.L.	ln	DIAN CO.			Woor		Per		Per	Per 1,000	gross
	Railway.	dar year.	Name.	distance carried in		Cost pe		Quantity	Lost p		Quantity	Cost p	ding ht.	trair mile	ı E		reight ton miles.	1,000 miles.
53 t No.				miles. †	Quaotity in toos.	ing	Exclud- ing freight.	in tons.	ing freight.	ing freight.	in tons.	Including freight.	Excluding freight.		_ _		inics.	Per ton
Class						Rs.	Rs	359,609	Rs. 4 º3	1.87		Rs.	Rs	61°		50°49 50°03	470°23 468°52	164'54
	E.I	1897 1898 1899	Bengal aod Umaria	253 240 243			•••	379,746 412,376 461,061	4°12 4°15 4°19	2.08 2.08 2.03		:::	•••	62 63	37 80	50.93 51.61 50.42	475 67 491 00 470 61	167'41 173'42
1	<u></u>	1900		255 245			•••	474,034 55,132	4.00 2.10	1.91	<i>::</i> :	:::		£ 60	77	43.67	853.27	18960
		1897 1898 1899	Bengal	\ 		:::	•••	52,420 56,305 62,485	4'79 5 02 5*69	2'00				₹ 62 1 68	δ3 39	44'37	822'96 844'02 881'82	194°99 201°99
(a)	E.B.S	1900		186	:::		•••	65,479	5'93 5'17	2.98				61	·66 '79	53.35	1008'11 1806'27	240`45
•		[1897] [1898]	D ==1	162 162 162			•••	9,522 9,261	6.04	3'00 3'25 3'00	:::	:::	:::	50	31 59	45'79	2079 ' 34 1662 ' 07 1106'46	216'30
3	в, С.	1900	Bengal	162 162	:::		•••	9,585 8,710	6°35 6°20	3'00		!		L 5	2.02	41'75	1283°43 646 58	172°62 150°24
		[1897] 1898]		254			•••	42,553 46,571 60,955	6°12 6°40 6°82	2.86 2.99 3.39	:::			1 5 1 5	3'47 3'64 8'30	48.47 52.91 61.62	671°57 567°92	158'25
(a)	B. N	1899 1900 1901	Bengal and Umaria	269 242 331				101,215 95,231	5°99	2,20	:::		:::		7*99	21,03	508.83 826.83	178'95
		1897		\[\tag{\tag{\tag{\tag{\tag{\tag{\tag{	:::	:::	•••	•••					:::	ij.		•••	•••	
(b)	R, D	1899 1900 1901	Bengal	482 481	:::	•••	•••	369 599	8,12	2'14					2'70	22'11	1282'31	367*21
		1°97 1898		105	:::			23,680 21,079	7.42			:::		1) 5	3'05 2'21 5'99	41 ' 96 44'61 50'47	830'22 855'63 812'89	170'4
	E. C.	1899 1900	Bengal and Singareni	220 249 Transfe	red par	 t _i ly to the	Benga	37,247 53, 179 Nágpur	2:47	1	le Madi	a s rail	ways.		0.38	56 . 00	689.85	
		[1897]						1,711	5'88						:::	•••	:::	
5	P. T.	1898 1899 1900	Bengal .	· ‡ ·		***		1,827 1,784 1,474	t 6.00		•••					•••		
		[1901]		537				40,94	3 11.04		7 :::			- Li -	39 93 10 70	33°30 34°55	570°68 587°03	1 32 05
6	0. & R.	. 1898 1899 1900	Bengal .	· \ 507 537 528		•••	:::	56,87 76,50 92,86	3 10'3	3'3	7		:::	-11	41 56 49 88 51 04	35°57 42°05 43 бо		9 135'83 9 177'86 5 172'47
		[1897]		\$838 \$838	6,66		20'8	9 135,04	8 §14'6	1 11'2	5 136,03	6 49		1	68°32 70'01	60:36	974'1	218'57
7(a to(4	N. W.		England, Bengal, Dat	i §838 - { §838 - §838	24,385 29,768 24,03	3	19'20 26'8	0 144,87 0 158,45	8 §15.6 8 §17.2	3 7'5 5 7'4	6 145,00 4 123,82	08 5'2 28 5'3	7 ···	K	б9 [•] 80 71°44	61'55 62'42 62'79	759'9 901'8	7 202°79 0 226°89
*0(-	1	[1901]	wala and Kho	st (§838		i i	22'2	273,23	7 8.1	5 5'1	6 3,3	71	2.0	8.	59°73	52'65	961.4	4 213.79
8	G 1. P.	1898	Bengal, Sing	a- 350 a, 350	1,230	5	19 ' 5		6 8:3	1 54	3,5	17]	2.0	6 3	59'63 64'98 69'01	60010	791'7	1 206°27 6 209°80
(a)i		[1900 [1901	Warora.	318				381,38 46,0	8.5	6*1		49	- 1	٦	66°S1 54°35	58 04 46 89		8 161.01
(a) C. I.	₹ 1899	> England,	165 165	8,28 26,21	3 17.66 2 19.68		67,12 53,0. 74,58	13 5	52 6	1,5,4 1,80	0 5	42	: {	б1°42 57°03 59°14	49'0	7 493 9	148'54
(f		1 1900	J Singareni	16. 138	3	5 27°00		77,9 26,98	16 16*1		2,0	19 3.	80	٠ إر	66.46	51.4	527	28 15630
10	N. G. S.	1897 1898 1869	11	110	5		***	29,89	7	4'	бо		: :		70°61 65°02 69°96	62'4 56'6	9 550° 7 493°	59 153'9S
(a (l) [1900) [101		***		36,62			36 60			ا ال	63.24	54'1	5 . 587	37 17491
10	H, G, V.	1899 1898 1899	S I Singarer .				:::					: { :: {				24 25140
(6		1900) []	49: Coal w	3	-		8,9			50 50			:: ئر	44°0°	37'7	3 1,189	82 231,50
	1 M.	189	i England,	1 = 1	15 14	28 19'5 25 24'5 37 26'0	9 8	54 34.4 14 37,0 18 42,5	92 13	06	1 0-	21 5	20 4	92 00 70	259°5 256°7 265°5	9 2146 6 2198	6 1,5 <i>?</i> 9 2 1,624	'49 361'75 '54 373'78
to	2) [189 1 190 1 190	Siogareni	294	17 2	29 32'9 25 32'9	0 12	50 44,9	00 12	67 4	75 87,6 04 94,5	515 4	95 4	60 1	262'0 258'5	1 216'5	4 1,652	98 303 88
		189	8 i England, Ben	gal	•							5 ⁸ 3'7	6 563	54 23 , 05	3'24 1,612'43
	11 N .	. { 189 190 140	0	ini 32 32 32	S 1 2	29 3S 0	3 1 12	50 50	11 17 8 16 5 18	79 4	75	300 3	:7		485.5 534.8	0 463*2	*A 117.70	2.63 1,313 78 9.24 1,483 30
******	* Of seel		ood was supplied	lassiles fo			4.75	distance	io saelia	and office	e from th	1 6005	cec of	cumpl	V OF	Crum th	e places	of delivery

Of coal only. Wood was supplied locally from various sources † The distance is reckoned either from the sources of supply or from the places of delivery to the various storage. § Of Bengal Coal only. || Excluding Bengal Coal.

APPENDIX 28-concld.

Appendix 28. Fuel consumption.

Coal and wood fuel consumed by each railway (by systems) and price paid per ton, etc.—concld.

(Referred to in paragraphs 33 and 43 of Report.)

			N.B.—A refe	rence to∧	ppendix	2 will fur	n parag	ey to the	code lette	ers used to	express	railway	system	15.			
			Sources of Sui	PPLY. •	D	ESCR1P	IION OI	FUEL AND CO	VITH O	UANTIT ION.	Y CONS	UMED		Co	NSUMPT	on in Ib	
	Dailmen	Calen-		Average distance	Fo	REIGN CO		ln	DIAN CO	AL.	v	Vood.				D	
No.	Railway.	dar year.	Name.	carried		Cost p			Cost p	erton		Cost p		Per train	Per Engine	Per 1,000 freight	Per 1,000
Class:				miles †	Quantity in tons.	ing freight.	Exclud- ing freight.	Quantity in tons.	ing	Exclud- ing freight.	Quantity in tons.	Including freight.	Excludin freight.	mile.	mile.	ton miles.	gross ton miles.
		[1897] 1 1898 1		[:::]		Rs.	Rs.	26,597 28,078	Ks. 6 07			Rs.	Rs	35.84	28.83	804.96	209'17
(b) to	E. B. S	{ 1899 }	Bengal	287		•••	•••	31,544 35,904	5°75 5'97 8'20	3'59			•••	35.62	28'64 29 53	801.82 800.28	200'00 203'07
(d)		[1901] [1897]		303	:::		•••	46,199 827	8.11 16.22	3.69		:::		44'66 45'60 30'16	38°80 36°92 25 56	982 ° 29 1,056 ° 48	263 ' 36
12	B. D	189S { 1899 }	Bengal	‡ {	:::		•••	927 1,080	10.22	•••				44°01 61°75	33 96 47 52	•••	•••
		1900 1901 1897	,	ļ	•••	•••		1,388 2,789 4,237	13.11 12.84 6.42	•••		***	•••	53.65 49.97	37'01 41'10	•••	•••
13	D. S	1898 1899 }	Assam	‡ 4		•••	•••	4,673 5,826	6.80 6.80	•••	15 22 20	2'17 2'05	•••	45'05	32°58	•••	•••
-5		[1900] [1901]				***		5,987 4,834	6*33 8 50	•••	35 21	2 23 2 36	1,3Q	55°25 59°33 45°88	30.03 38.04 30.52	•••	
		[1897] [1893]		(6.) 89	•••	•••		7,956	11,10	•••	24	3'29		£ 44'74	36*93	955'30	23162
(14	А.В	{ IS99 }	Bengal and Assam,	80 86	•••	•••	•••	8,469 9,994 9,780	7°17 9°53			:::	•••	40°94 36°63	33'92 31'18	733'44 598'14	173'73
`		[1897]		106		`	•••	10,781 330	9°47 10'22 4'00		1,627	i 72	***	36 57 39'10 55'23	31°43 32°95 55°23	734'17	163'97 184'89
15	D	1898 1899 }	Bengal	46 118	•••	•••	•••	293 295	3'00 5'00					42'73 45'40	42 73 45 40	•••	739°20 656°32 467°64
		[1900 ; [1901] [1897]		118		•••	•••	328 382	5 00 5*31			•••		48 00 56 41	48 00 56 41	•••	734'00
16	B. & N.W.	1 180S i	Bengal	253 54 274 90 291 90	•••		•••	23,249 28,176 40,470	6'01 5 40 6'17	3,54	9,884	3 50		34.67	32.00	916.02	203'05
10	<i>D</i> , a 1	1900 (1901)	l bengan	301 S3	•••	•••	•••	54,732 63,297	6'30 5'99	3'17 3'35 3'19	10,670 10,548 3,823	3'82 3'56 3'95	•••	41'73 47'08 44'22	36°95 40 83 37 85	951'20	229'13 259'51 228'38
		[1897]		ſ 66 ₄			•••	274	15°06	4'87	12,260	3'24	•••	59'57	49 ' 96	1,592°17	1
17	R, & K.	1898	Bengal	669 669	:::			269 272 293	14'50 13'52	4°31 3°33	12,967	3 42 3 21		58'50 57'47	48 59 47 36	1,306'44	326'62 340'45
(a : to (b)	•	1900		669	 5,702	••• •••	20,11	1,106 68,352	14'05	6.13 3.24	15,629 16,302	3'03 3'24	:::	64.23	52,35 20,14	1,301'84	394 55
9(g)	R. M	1898	England, Bengal	687 733	95 20,548	24'74	17 50 19 65	82,695 82,081	14'44 14 49 15'82	5.69 5.62 5.11	1,317 1,338 2,054	2,00 2,00	•••	32'10 32'44 35'68	27.66 28 37 31.12	414'14	154'35 146'95
ξο (7)		1900	and Singareni.	719	11,703 260	26.43	20'30	112,653 118,778	18*20 18*24	9°41 6°84	2,121	2,00	•••	38.36	33'60 34'45	411'32	153.36 128.62
		1898		983	***	•••	•••	5,352	20°58 20°24	3°18 3°37	•••		•••	27'11	²⁵ 57 27 66	634 74	148*79 158*40
18	J. B	{ 1899 } 1900 1901]	Bengal and Palina.	395 913 675	•••	•••	••• •••	8,951 10,393 13,551	20 ' 97 18 87	3.76 4.48		:::		34'92 37'07	33°05 35°34	644'16	175'30 203'21
		(1897)			ed with	the Ra		Malna	railway.	4.47	2,791	•••	4.63	(39.16	37'15	053.59	222'62
19	υ. C	1898 1899 }		; 795 1,000	•••	•••	•••	641 750	26.31 22.31	4°50 4°50	6 3	12'44 8 00	***	31.30 21.31	28.00		161.24
		1900 1901 (1807	and Molipani,	1,0,32 L 826 C 65	5,285	28.00	***	1,202 S62 1,752	25'44 25'30	4 ° 50 4 ° 25	3 85	7'42 9'30	•••	40'95 37'54	34.83	882 36	180.32
20	B. G. J. P.	1898	England, Bengal	69	3,288 4,006	26 oo		4,572 3,343	18'00 18'25 18'00	•••	67 81	4'00 3'75 4'25	•••	25'84 30'07 27'09	24 15 27 51 25 16	800'54	156'96 184'86 161'49
, "	Di 01 ji 11	1900	and Palana.	59 61	1,725 IOI			9,372 7,194	17.87	***	98 79	4.50		31.83	28'74 29'16	858'21	188*13
		[1897]		Coalwood (465/65				47,401	13.52	4.50	49,997	5.53	4'25	53'04	48'93	1,024*56	
21	S. M	1898 1899 } 1900	Singareni	480,73 469,6° 468,65		:::	•••	34,882 36,842 45,107	13°34 13°13 13°46	4.20 2.00	34,978	6°25 5°54	4°08 4°08	54'63 55'71 56'84	49°29 49°50	907 59	295'55
		ر 1901)		L4S1 92				35,582	13 38	5'00 5'00	43,523 49,588	5'70	4°08 4°08	59.03	50.4 20.4	1,069 67 1,257 49	
		[1897] [1898]			198			•••	 	•••	2,154 2,952	***		103'30		***	684°22 829°81
22	W. I. P.	1890 }	England	•	√ 65 1 14 1 18		•••	•••	:::	•••	5,919 4,239	•••		115.47	110,44		6.46°01
	ŧ ,	1897 1898		64		19*00		48,081 41,484	 12 91 12 \$6	•••	4,698 31,011 36,431	4.62 4.87 4.79	4°50	116 50 48'66 1 50'28	114'13 41 57 42'65	2,912'88 1,486'35 1,563 00	307.00
23	S. I	1899 }	Bengal and Singareni.	₹ 51 57			•••	49,500 51,082	13,13		12,402	4°75 4°54		40°87 36°45	35.47 32.73	1,191*03	258.53
	,	[1901] [1897]		(105				55,120 41,082	13.52		1,343 24,700	4 50 3.65		37.83 52.52	34'61 45 08	900'76	258.70
24	в	1898	England, Bengal	105	290 694	43'48	•••	43,803 46,595	14 04 15 39	•••	26,738 30,105	3.21		₹ 59.11 1 23.68	45 30 48 75	1,131 05	303'48
		[1900]	and Burma .	128	:::	:::		58,020 70,406	14.82	•••	43,301	3,23		70.84	5 7 '98	1,299'81	
	t	[1897] 1898]		386 386	1,563 1,268	27°22 28°31	20'00 21'00	298	 25'79	17'00				20.25	19°48 19°80		
25	M. R. W	1899 }	England and Bengal	386 386	1,224 1,373	30 50 27 74	19'00 20'00	416 1,286	38.10 33.33	1700	20 37	13'45 7'49		20.65	19.57 25.88	***	:::
		[1897]		386 404	\rangle 2	31.80	26°So	2,125	25.67 •••	17*00		 13.00		28.60	27 99 36 06	•••	:::
30	р. н	1898 (1899 }	Bengal	404 404	{ ∴	:::	:::	3,152 3,067 3,385		2.42 3.15			•••	45°94 41°72 40°24	45°94 41°72 40°24		
		[1901]		404 404	ί:::			3,952	7.87	3,15	•••	•••		38.38	38 38		
!		;; ;	vers supplied to	Iles Con	<u>`</u>		·	1 The	lista non is	reckons	d aither fo	on the	COULCE	s of suppl	v or from	the plac	es of

*Of coal only. Wood was supplied locally from various sources. † The distance is reckoned either from the sources of supply or from the places of delivery to several storages. † Prices are given at the place of delivery which is the place of storage.

N.B.—Information is not available for railways not mentioned in this statement.

Appendix 29. Coal production.

APPENDIX 29.

Coal produced in India during the Calendar years 1885 to 1901.
(Referred to in paragraphs 33 and 43 of Report.)

•			···	-		Qu	ANTITY	PRODUCE	erred D IN E					and	43 01	Repor	1_	-	Quan	TITY O	F	Qua	NTITY (
_	YEARS.	Bengal.	Cont. Pro vince	- A5S	sam.	entral India	Nizam' territory	Punjab	Bal chista	n- (Raj- puta- na Bika ner).	Madras.	Burma,	te Pr	ces	Total.	Quant of Ind coal c sumed railwa in India	by To	NDIAN	COAL D BY	Ports lia lud-	CORFI MPOR	IGN CONTED INTIDIA. Frequency other
		Tons.	Ton	s. To	ns.	Tons.	Tons.	Tons.	Tons	. 1	Cons.	Tons.	Tons	Ton	ns :	Γons.	Tons.	. 7	Cons.	То	ns. T	ons.	Tons
188	85 • 1,	23,700	119,110	5 43,7	107	7,698	•••					•••			1,2	94,221	486,71	16		5	00 775	3,643	40,659
188	36 . 1,1	86,802	117,287	70,8	59 1;	539	••1		***			•••			1,3	38 , 487	470,07	5	,	19	9 699	,482	44,652
158;		19,090	128,981	89,30	02 15	3497	3,259	7,523	411				•••		1,50	54,063	488,77	4	able.	31	5 786,	149	43,010
1888			57,768	101,52			13,382	11,249	2,802		•			•••	1,70	8,903	551,770		is not available.	15,7¢	6 785,	776	20,463
1889	1,626			116,676				22,835	8,238		•	•-		••	1,94	5,172	715,240	July July	шогтароп	39,972	717,0	024	52,180
1891 .	1,747			145,708 154,208		41 144			5,541	•••	`		"	•••	2,168	,521	654,829			25,336	631,7	25	21,857
1892 .	1,920,		2,005			23 149			0,368 3,284	•••				•••	2,328		797,142			4,515	726,0	69 - 1	7,344
893.	1,902,8	166 135	5,118 1	64,420	94,34	8 157,	421 77		,094	•••		02 9,9	570	***	2,537,		885,492				628,3		3,123
394 .	2,035,9	34 140	,495 16	i9,448	132,837	7 240,	525 66	,467 24	753	•••		7 12,			2,562, 2,823,9		924,900 962,748	140 5			616,31		8,066
95 - :	2,716,15	5 122,	776 17	2,717	118,479	292,9	15 72	493 25,	458	•••	1,73	7 17,2	89 .		3,540,0		19,621		76 211		⁶ 75,04: 773,675		,112
96 .	3,037,9	20 141,1	185 177	7,259	15,386	262,6	81 79,	017 26,	257			22,9	03 1,c	00 3	,683,6		62,051				524,420		,45 ⁸
7 • 3	,142,49	131,6	29 185	,533 1:	² 4,778	365,55	92,;	92 12,0	43 .		•••	11,4	/2	. 4,	,066,29	1,32	:5,120	731,74			10,257	47,0	
S . 3,	,622,09a	149,7	09 200,	329 13	4,726	394,62	2 85,8	62 13,3	72 5	11	•••	6,975		4,4	608,19	6 1,42	3+163	737,48 <u>9</u>	9 490,	290 2	9 7, 076	34,2	109
				623 16,				35 15,8	2 4,2	49		8,103		5,0	93,260	1,561	1,821	672,311	467,3	306 40	96,451	112,0	54
				36 164				3 23,28	1 9,25	50	•••	10,239		6,1	18,692	1,867	,185 1,0	30,7 69	711,8	74 9	1,710	43,93	19
315	09,431	191,51(254,1	00 164	-36 ₂	121,218	67,73	24,65	12,09	4	***	12,466		6,65	57,573	1,965,	530 1,1	57,892	845,9	53 272	2,630	79,10	s
																,	1						

* Up to 1893 figures in this column relate to official years and exclude exports to Bu

APPENDIX 30.

Collieries owned and worked by Railways or the State.

(Referred to in paragraph 44 of Report.)

	PARTICULARS.		URBARES AND MPORE,	WA	RORA.	DA	NDOT.	Kı	iost.	Remarks.
		1900.	1901,	1900.	1901.	1900.	1901.	1900.	1901.	ABMAKKS,
	fowoer	East I	ndian I way.	St	ı te	North State	Western Railway.	North State R	Western ailway.	
Capital	outlay Re	15,09,261	15,00,157	16,65,993	16,23,122	†1,16,8 ₉₉	1,25,536	1,44,989	2,05,626	This outlay is made up of the purchase money, Rs. 3,05,154, which represents half the original cost of
	Large Coal Tons	440,923	473,078	105,873	117,487	44,408	43,282	10,392	12,172	*This outlay is made up of the purchase money, Rs. 3,05,154, which represents half the original cost of buildings, plant, etc., paid to the East Indian Railway Company on valuation, and the capital expenditure incurred from 1st January 1880. † Revised figures,
Outout	Small Coal Tons	31,530	24,92 <i>7</i>	27,357	30,983	4,769	4,845	1,003	1,203	
Output	Slack Coal Tons	55,921	63,165	•••		24,905	19,604	6,269	5,096	
	Total Tons.	528,374	551,1 <i>7</i> 0	133,230	148,470	74,083	67,731	17,664	18,471	
Quantity	issued . Tons.	472,576	596,265	120,338	148,470	74,083	67,721	17,664	18,431	
Earnings	. Rs.	10,57,067	11,21,359	6,07,603	6,91,280	7,14,417	5,53,604	2,44,355	2,17,503	
Working	expeoses. Rs.	10,57,067	11,21,359	4,04, 0 80	4,33,127	4,24,533	4,02,662	2,16,643	1,70,691	
Net earnin	ngs Rs.			2,03,523	2,5 ⁸ ,153	2,89,834	1,50,942	27,712	46,812	
Percentag	e on Capital .			12'23	15,00	†247°98	- 120 '24	, 19'11	22.44	
Average N employe	lo. of persons d daily	7,221	7,659	790	1,265	1,825	1,536	468	458	
	of tons raised on employed .	73	74	169	117	41	44	38	41	
Number of	persons killed .	2	3		1	2	•••	3	6	
Number of jured	f persons in-	21	25	3	4	6	3	3	2	

Appendix 31: Loads—Coaching.

Average load and weight of Coaching (Referred to in paragraph N.B.—A reference to Appendix 2 will furnish the key

										-	_			N.B.—A	reference		ndıx 2 wil		•
GAU	GE			<u> </u>							5' 6"•				*				
CLAS	SS :		E.B.	2 S. systen	a. 3	В. 1	4 V. 5ys- em.		6		NW. syst	em.	G, J. P.	system	B. B. & syste		N. G. S.	system.	11
Caler	nda ear.		5' 6"	Other gauges	- B (7 237	R D	E. C.	O. & R. (a) to (c).	Mily. Sec	Comml. Sec.	Total.	G I P. (a) to (c)	1. M. (d)to(g)	B. B. & C. I. (a) to (f)	R. M (g)to (j)	N. G. S. (a) & (l)	H. G. V. (c)	M. (a) to (d)
		1	188-	10				UMBI	:_	PASS	ENGERS	S IN A	COACH	ING T	RAIN.				
1897		1.63			0'53 0'51	o'82 o'78	:::	0 53	1'74 1 52	1'22	1.88	1.80 1.80	1,00	2°67 2°73	1°75 2°34	o'81 o 84	2.68 3.09	•••	3°03 2°74
1897 1898 1899 1900	:	1'54	1.60	0.03	0°47	0.00		1,33	1.37	1°16	1.62 1.46	1°55 .1°43	2.34 2.24	1 90	2°13 1°94	0°87 0 79	3°17	i'12	2.20
1901	•	1.35	1,32	#o*84	0,41	0.84	0,11	†	1.30	1'07	1'39	1*35	2'	80	1*95	o*S5	1,10	o*68	1,00
		<u> </u>		`	ī	1	1	ı		2N	d CLASS			01.0					
1897 1898 1899	:	4.15 4.18 4.46	3'40 3 59 3'50	3'49 3'40 3'28	3.67 4.47 3.05	2°11 1°84 2 46		1°40 1 38 2°59 2°98	6°04 5°04	3'34 3'42 2'99	5* ⁹ 9 7 89 4*91	5°59 7 36 4 68	9°52 9 64 9°50	8°58 9°43 6 95	14'04 14'44	3 20 3 28 3 20	13.65 12.21	5.86	8'50 8'12 9'40
1900		4°39 4°43	3'25	# 3'01 # 3'01	2.70	3.09	0,10	2.08	4°45 4°10	2°55 2°59	4°15 4°60	3°96 4'36	8 01	5'16	13,14	2°73 3°58	Q.03	4,10	8·85 6·62
					<u> </u>				100	TERME	DIATE CL	ASS				<u> </u>			
1897	٠	13.31	19.33	11 6S	14.53	3.13		10'27 0 87	9°31 12 30	5' 27	1462 1205	13'47	9.00		26·12 26·74	6 89			
1898 1899 1900		14*49 13*9 [§] 14 2:	18.25 18.25 17.07	12'42 10 62 11'34	9 02 7'51 8 99	3.69 3.69	•••	1°37 2 03	9'99 9'99	5.17 6.07 2.02	12.82	12 01 13'05	11,02	<u>:::</u> _	28 24 27'31	8.20 8.20			
1901	٠	14'69	18'47	* 11'87	12 10	6.40	1'73	†	10 50	5 71	15'44	14'27	14	90	27.55	9*38		•••	0*85
					<u>'</u>	,		·	`		3RD CLASS				i	1	i	•	<u></u>
1897 1893 1899		194°59 202°00 200°83			149'75	132'92	**	234'58 220'61 231'89	178.31	153'4 ⁸ 165'06 163'24	173.06 185 88 190.63	179°96 183 07 187°42	104'87 86 44 103 89	147.68 151.20 135.95	147 48 150 12 168 45	213'70 223'98 242'22	259'74 243'54 253'94	,,, ,,,	252'01 220 09 185 94
1900		198'35	157.07	193'04	172,40		•••	247*95		159'10	190'63 181'04	186·86		122,30	185'58	266.03	228.72		210.04
		, 50									·								
1897	۱.۰	214'18	174'00	186 86	174'25	1	IAL N	236.78		163°31	195 46	191 83	125'38	158'94	-186*55	224 69	277*19		263.21
1898 1899 1900	:	222'99 220'81 215'38	172'17	183°17 179°32 206 34	161.76 155.50 184.63	137'91 215'00	***	223.57 236.85 254.35	185.01 182.14	175°33 173°33 168°37	207'S2 210'00 210'20	201'63 205'67 205'31	105 81 125'78 135'11	163°37 (45°28	193'25 213 27 229'65	235 21 254 59 235 99	260 26 272.63 260 26	215'52	230°95 198°22 221°49
1901	- 1	_				242.69		١. ١	17285	158'44	202'47	197'17	154		227'74	279'83	126 21		202,31
	_!	!					PERC	ENTA	GE C		EIGHT O	N CAPA	CITY I	HAULE			t .	•	
1S97		6.84	7.20	7.65	2'77	4.82		4'18	.5.13	6.64	9.70	9*31	9,11	8'45	7°13 8 б4	4'96	8'17	.,,	20*09
1898 1899 1900	:	7°43 6°63 6°73	6.91 6.91	6°55 5°72 5°25	2 69 2 68 2 44	4.84 5 22 5.30	•••	5 23 6 18 6 47	5°15 4°86 4°72	5°56 5°56	9.76 8.27 7.11	9 22 7.88 7.42	10'40 10'12	8 60 7 94 6 55	8 04 8 00 7*58	5°09 5 06 4°75	9 ⁻ 37 9 56 7 37	3.66	17°02 17°35 16°44
1901	\cdot	6 29	5.81	*5'63	2 19	5.13	3*53	†	4*54	5,01	7 33	7.17		9'97	7*88	5'17	6 48	3*44	12'07
	<u>:</u>	1								2N	D CLASS.		<u>. </u>						
1897 1898 1899	:	12 97 13.63 13.15	11'10 16'90 10 64	19.64 18 97 19.02	13'01 10'10 11'34	8'01 7'38 9'01	 		14'67	15'35 ,14'80 13'39	17°51 28°76 17°05	21°74 27°37 17°53	17'41 17'53 17'13	19'51 21'23 16 67	14'04 16'04 16 24	12*99 17 97 16*33	33'63 32'10	•••	25'29 23'49 27'18
1900		14.51	10.20	17'92 #21'41	9'55	7'14	оч. бч.50		13'72	13 38	14 72	15.31	14'49		15'10	14'31	34'32 28 43 28'75	13,05	29.35
		•3 99		2.41	/	.2 03	0 30]				•		1494	1977	20 /3	10 24	24 59
1897	ī	17'10	16.01	27'37	8'77	6.03		5.84	12.27	TERME	DIATE C	27.86	21'n4	28 63	43'01	31'04	1	[
1898 1899 1900		19'38 19'19	16'49 16'11 14'42	25 38 23.64	9'24 11'14 11'71	5'10 7'64 10'79	•••	16'76 13'42	15'47 14'85 16'84	14'83 16'03 17'88	26.20 26.20 26.20	25°23 ,25 74 28°50	19'18 22'04 26'03	30.00	39 36 44°15	31.64 31.52 34.16		••• •••	
1901		21.87	15*50	* 28'54	12'70	17*21	•••	†	20,10	16.05	31.19	29.80	<u> </u>	7:66	44'47	47.46			5 ' 95
	_!		!							31	RD CLASS.				l		j		
1897 1898		32'93 34'65	36°42 36°12	48 '9 9 43 '9 8	29'11 25'18	28'41 28'23		35.67 39.80	40'81 39'04	31'72 31'72	39°74 39 53	34°S2 36′66	37°57 33°50	34.68 36.01	36°49 39°34	49'12 51'32	37°63 33°24	:::	48'91 44'S5
1899 1900		34'53 36 76	38.00 36.26	44°87 51°35	29°72 37°37	37°11 45'64	:::	39.58 39.58	39.66 37.57	30.63 30.63	38'96 41 11	39 88 39 88	4n°19 40°41	30 02	41.55	50 05 44 70	34·87 37·14	48.90	42.67 45.57
*9U1		37.16	38 67	\$ 51'37	41'35	39*52	34 89	†	36 · 90	31*64	38.21	37 68		12117	41.86	50'13	35,01	43.18	44'06
					-										*****				

^{*} Excluding the Cooch Behar Railway.

trains on each railway (by systems.)

46 of Report.)
to the code letters used to express railway systems.

o the co	de letter	s used to	express to	ilway sys	tems.												•	
		···········			'			5′ 6″•										GAUGE
I	-	s, system.	3	B. i Syst			6	,	N. W. sy	stem,	G'I syste	. P.	B. B. &	tem.	N. (syst	3. S.	11	CLASS No.
E.I.	5' 6" gauge.	Other gauges.	B- C.	B. N.	R. D. (b)	E. C.	O. & R. (a) to (c)	Mily.	CommI.	Total. (a) to (e)	G. I. P. (a) to (c)	(d)to	B.B , & C.I. (a)	R M (g) to (j)	N. G. S. (a)	v.	M. (a) to	Calenda
				ΑV	ERAG	ENUN		F VEHIC	LES IN A	COACH		TRAIN	i.	())!	(C (0)	(c)	(d) [year.
1'60	1.50	1.60	1,30	1.58		. 1*29	1.61	0,00	1'35	1'32	1,25	2'10	1,13	1'55	2.20		1.47	1897
1.28	1,53	1'54	1'04	1.12	"	1,39	1'45	1'00	1.43	1.38	1.22	2.08	1.24	1*56	2'55		1°48	189S
1°59 1°44	1°27	1.49	0.99	1 26		1,00	1°36	o*96	1'43	1.38	1.2,	2'01	1,18	١	2.20	***	1°48	1899
1*46	1,13	#I'22	1.00	1,32	0'24		1*29	0*90	1,38	1'34	1'57	1,03	1,14	1°57	2'50 1'57	1,00	1°33	1901
	1	1	<u></u>]		l		2ND CL	ASS.	!	<u> </u>		•] - 5.				.,,,,
1.22	1'25	1.20	1,52	1.26	•	1'27	1.61	1,01	1,32	1,30	2.05	2.09	1.86	1'46	2.28		1'67	1897
1,20	1'21	1.20	1,18	1'48		1.40	1,38	1.02	1*42	1'37	2.03	2'11	1,08	1.46	2*49	•••	1'71	1898
1*51	1'24	1.46	1,10	1 60		1'62	1.36	0,96	1'43	1'37	2 04	1,08	2 03	1.23	2.62	•••	1.75	1899
1'37	1,18	1.42	1,58	1.44	0'0.	1.81	1.12	0.03	1*37	1,35	2.02	1.96				2'03	1	1900
1.43	1'12	*1.18	1,30	1,44	0'24	+	1,12	0.00	1'34	1,58	2.0	3	1*93	1'50	1.53	1,08	1'43	1901
•••	2.15	1 0140	7:04	7:00	[1		TE CLASS]				(1	ī	i
1°46 1°40	2.12	2'49	3'04	1,53	***	0.43	2*13	0°94 1°03	1'42	1,36	o 86	•••	1,04	o 88		•••		1897
1'40	2 21	2.28	1'24	1'09		0,28	1.02	0'95	3'41	1,36	0'90	•••	0'96	-	ļ			1898
1.50	2'26	2.72	1'40	0.80	,	0.04	1.66	0.88	1'43	1.36	0.89		1'01	0'93			""	1900
1.33	2'23	2:26	1'74	1'02		ŧ	1'49	0,94	1'47	1'41	-	99	1,13	0'79			0,33	1901
								3RD CL	ASS.									
10.18	6.87	11,525	8.31	12 89		11.40	8 69	9.02	8.13	8'24	5 57	7 75	7.00	13 71	11.29		10,11	1897
10.02	6•95	12.08	7.67	9 69		10.02	8'45	9*63	8.84	8.93	2.10	7. 7 0	6'69	13'71	12'16		9*58	1898
10 03	7'09	11.84	7.91	11.20	,	10 93	7'91	9 75	9,13	9'20	5,13	7'85	7 12	-			8'53	1899
9'43	7'42' 7'53	*10.01	8'51 9:21	12,32	5°40	11.20	7'59 7 49	9°82 9°10	8·32 8·98	S'94 9'00	5'54	7 27	8'04 2'95	15'14	10 50 5'62	-	1	1
93-	/ 33		9,51		<u>-</u>				ES IN A C				7 93	10 34	3 42	5'35	0 **	1901
18 48	14'50	19'80	18.22	19'97		18.83	17'01	15*46	16 03	15.06	13 04	15.49	13'76	21.65	21'34			
17.92	14'59	21'05	14,73	16'32		17.74	16'34	15 83	16.43	16.61	12'76	15.04		21'82	22'02	•••	14'57	
17'80	14'50	·20°49	14,53	18'24		19'25	15,55	15 80	17'16	17'00	12'72	15.38	14 38	23'51	21.63	,	13.26	
16.48	14'99	20.76	16,31	19.56		19,50	14.46	15.61	16.43	16'33	13.23	14 13	15'30	23'15	19.47	16.62	13'28	1900
16.00	14.86	*17*82	17;16	, 18.09	11'20	.†	11'42	14 66,	16.12	15 97	13.	97	15*17	24*26	10,13	6.10	12,22	1501
					AVE	RAGE W	EIGHT	of freio	HT IN TO	ONS IN A	COAC	IING	TRAIN	٧.				
16.0i	11'75	12'60	11;47	12'91	,	14.00	14.68	14*30	16*68	16 43	9.66	12'74	14'37	16.11	19'34	•••	18'98	1897
16,33	11.24	12*24	11,20	.9 29		-14*46	13.37	12.83	15.23	15,10	8.10	12.43		'	18 54	٠	16.81	1898
16 29 .	12'30	12'06	10,64	14 17	. ,	15.22	12.64	12.69	14'93 15'04	14'66	10 28	11.64	16.04	17'75 16'52	19.89	14'60	14.71	1899
16.58	12'23	*12*35	12,48	15'98	6.61	16'64 †	11.86	12.10	14'24	14'77	~~~	93	16.86	10 32	8'93	7:30	16 52	1900 1901
.,	1303	1239	.509	-555			- (N TONS I					,				
236.76	207.89	122'90	234'49	282.4		_283°12	237*21	224.48	. 229.15	228.64	202'36	. !		140'51	274.62	•	191,04	1897
136*12	209'04	132'93	196'04	245.43		,270'90	230*97	227.74	234.49	233.60	207'03		į			•••	185'07	1898
36.69	212.08	131 99	200-54	263,50		.2 7 9 97	225 63	229*43	240 40	239'11	20S*46	232.8 [†]	222.86	145'81	281.41		180'24	1899
26'52	219'31	148 66	212.26	246*50	·	284.60	219*33	226.24	231.13	231.10	218'90		- 1	- (- 1			1960
43'16	219,36	*131.75	239'82	245*91	47.74	t	214'82	216*10	229*29	227.70	227	16	232*95	150'18	191,55	117.29	184'02	1901
			· · · · · ·		то	TAL AV	ERAGE	WEIGHT	IN TONS	IN A CO	ACHIN	G TR	AIN.	1	1			
52°78	219.64	135.50	245°96 207°24	295.65	:-	208'02 285'36	251'89 244'34	238'78 240'58	245°83 250 02	245°07 248°80	212'03	243*26	233'19	156.28		:::	210'02 204'89	1897 1898
52'98 43'10	225.28	144'05 161'92	211.18	277°47 205°43	::: 1	295'19 301'25	23\$*28 231*19	242.12	255 33 24678	253'77 245'87	218.74	244°46	238'9c 249'02	163°57	301.30	199.69	194'95 197'94	190 0
60'27	232'41	*144'10	254'91	261.89	54'35	+	226.61	228.30	243'53	241.68	239		249'81	169*40	200-15	124.89	198-22	1901

Appendix 31.
Loads—Coaching.

Average load and weight of Coaching

(Referred to in paragraph

N.B .- A reference to Appendix 2 will furnish the key 3'33". GAUGE. 22 23 24 21 20 18 19 16 17 CLASS: No. 14 S. I. B. & N. W. R. & K. (a) & (b). W. I. P. S. M. B. Calendar U.C. B. G. J. P J. B. А. В. year. AVERAGE NUMBER OF PASSENGERS IN A COACHING TRAIN. 0°59 0'70 0°75 0°76 0'85 1'04 1'26 1'13 0'91 1'02 1'18 1'06 1'13 1'14 1897 1898 1899 1900 1901 0'55 0'43 0'44 0'46 1°25 1°46 1°48 1°28 o'78 1'05 1'27 o'98 1'90 1'73 1'40 1'14 1'31 0'93 0'79 0'70 ••• 1°43 1°27 o.88 1'29 2ND CLASS 6'50 4'62 4'72 4'99 5'71 7'38 7'32 7'78 6'20 3.84 2.78 2.94 3.19 3'91 5'08 6'59 4'81 3'78 1'84 2'39 2'59 2'43 1'94 0'90 0'78 0'87 0'87 5°55 4°58 4°23 4°06 3°64 5'72 7'14 6'13 6'19 1897 1893 1899 2.35 3.31 ••• 1000 4.43 3'51 INTERMEDIATE CLASS 1897 1898 1899 1900 1901 1.80 1'97 2 51 2 78 2'60 ... 5 63 7'15 ·3'98 1 49 1 66 3'34 3'48 5'18 ••• ••• ••• ••• 0°25 4'83 6'70 ••• ••• ••• 0.22 2'24 ••• 2.87 3RD CLASS 222'45 203'21 222'91 239'03 262'93 202'78 272'58 280'55 275'49 219'78 188'75 163'66 186'83 169'60 219°10 192°70 177°48 176°91 167'59 213'48 233'66 226'23 445°27 389°40 410°06 357°68 196°96 215'72 200'98 215'09 1897 1898 1899 1900 180'78 177.79 171.77 190.42 172 63 213'14 284'45 305 05 302'96 *.. ••• 85'74 202'02 180 92 192'23 219'49 TOTAL NUMBER OF PASSENGERS IN A COACHING TRAIN. 205'81 276'41 284'41 279'59 223 41 222'44 194'85 180'37 180'49 216'30 176°54 224°59 244'06 236 30 189°73 452.00 395.30 415.23 362.54 201.30 197°17 172°24 196°00 181°55 206°42 229'03 213 82 213'39 221'23 226'49 184'77 180'10 1893 1893 1893 1900 226'58 219'59 291'38 314'15 311'31 300 gg ••• ••• 242 98 196.63 91'05 377'55 PERCENTAGE OF FREIGHT ON CAPACITY HAULED. 1st CLASS. 12'24 15'54 13'76 13'72 4'40 6'07 7'43 7'92 5'51 7'91 10'77 8'72 6'43 4'69 5'57 5'96 5'56 4'76 5'28 8·38 6·69 **7·**47 **7**·59 8·97 1897 1898 1899 1900 2'25 2'01 2'70 2'98 5'79 7'27 7'90 8'33 8'72 5°72 5°88 7°15 7°15 6'50 ••• 5°05 4°98 5 69 0.65 2ND CLASS. 27.67 34 13 24.82 28.24 41.36 23.82 21.97 22.88 19.06 18.78 1897 1898 1899 1900 1901 41°17 36°19 32°77 30°99 22'31 25'22 30 04 25'04 23'01 7'40 7'7' 9'02 8'95 3°44 3°38 3°87 4°06 4°10 18:36 18'41 23°23 18°57 18°72 12.88 14.61 21.30 ••• 13'77 16'70 19'03 17:33 3,39 INTERMEDIATE CLASS 9'16 10'57 11'27 9'28 11'98 1897 1898 1899 8'58 7'81 8'91 9'66 8'36 ••• ••• 25'92 8'11 9'98 10'26 18.77 23.85 15.51 ••• 9°33 17°68 30°25 ••• 3.33 ••• 1900 ••• 344 3RD CLASS 1897 1898 1899 1900 1901 35°20 37'97 38'44 69'01 46'17 96°97 98°92 100°06 47'94 47'88 48'56 48'91 43'26 24'92 41'85 44 32 49'98 47'23 51'38 49'34 49'41 49'02 48'88 37'96 41'48 43'91 44'78 42.73 43.57 42.07 47.65 58.55 62.04 52.95 62.26 ••• 91'13 54°93 58 84 52'34 43'33 63.62. 46'79

* The figures for 1897 are included with the Rajputana-Malwa railway.

Appendix 31. Loads—Coaching.

trains on each railway (by systems).

			· · · · · · · · · · · · · · · · · · ·		3′ 3₹″	·				GAUGE
14	16	17	18	19	20	21	22	23	24	CLASS : No
А. В.	B. & N. W.	R. & K. (a) & (b)	J.B.	U.C.	B. G. J. P.	S. M.	W. I. P.	S. I.	В.	Calendar year.
			AVERAGE	NUMBER	OF VEHICLE		ACHING T	RAIN		1 3-4
1'74	1,66	1'82	2'49		1'45	1'30		1'15	1'78	1897
2'03	1.81	2.02	2.13	o-58	1'97	1.21		1.10	1.84	1898
1.28	1.63	2.44	1.89	1*23	1,30	' 1-56		1'10	1 82	1899
1.74	1.20	2'14	2.07	1'45	1*82	1'26		1.06	1 86	1900
1.08	1.62	1,21	1,53	1,31	1*97	1,51	1,10	1,11	1'79	1901
-	1	1	1	<u></u> .	2ND CLAS	55.				
1.68	1.63	1'73	2.52		1,00	1'42		1'72	2.61	1897
1.04	. 1.43	1.75	2.03	0,83	2.23	1,63		1'67	2.23	1898
1'84	1.37	2.07	2,10	1.02	2.23	1.76		1'45	2.67	1899
1.73	1'37	1.83	, 2,50	1,53	2'44	1.21		1'32	2*58	1900
1.61	1'54	1'35	1.37	1'29	2.40	1,35	1 01	1.36	2'35	1901
	1	,		11	TERMEDIAT	E CLASS.		,	,	_
•••	0.83	1.31							***	1897
•••	o 86	1'34		o •89				•••	0'52	1898
***	0.82	1,43		1'79	0.02	•••		•••	1*32	1899
0'43	1'04	1,31		5,31	1.66			,	1'12	1900
1.00	1'57	0*74		1,80	1.20	•••			}	1901
					3RD CLAS	SS.				
16.12	a 15'43	15'35	23.28		11.62	13'28		14*09	14'98	1897
19'67	15.76	18'17	24'77	12.60	11.46	12.22		14 22	14.18	1898
18.00	13'82	19.67	24'80	10.01	12'68	12 87	***	13'94	14'31	1899
17'37	14'00	17.38	24'06	19'92	11,20	13'41		13 99	15'07	1900
13 84	14.22	11.23	12'55	16,44	11,03	12.30	7'18	14'37	15.68	1901
	,	;	TO	TAL NUMB	ER OF VEHIC	CLES IN A CO	DACHING T	RAIN.		
23*37	22.33	23'45	36'92		18.30	18'94		19'17	22'84	1897
28 67	22.53	26.48	35*50	18.12	19.22	18.84		18.60	22.72	1898
22.40	19.30	28.86	35'44	23'77	20 ნვ	19'53		19,01	22.87	1899
26'11	20'10	25.68	34'73	29.36	20'91	19*11		18'75	22'45	1900
22'44	21.20	17'73	19'12	21.17	21.24	17.63	9 38	19.38	22'53	1901
		Α	VERAGE V	VEIGHT OF	FREIGHT IN	TONS IN A	COACHING	TRAIN.		
13'29	14'04	12.06	30'85		12*90	12'41		14*17	14 54	1897
18.31	12'38	.12,10	27'16	14.08	11.23	12*92		12.92	13'64	1893
18.82	11.46	16:28	28.13	19.79	12'94	12.77	•••	14,31	13.24	1899
18.36	11'42	15'75	23'72	20'36	12'11	13'41	•••	15,31	16'19	1900 -
14.23	13.05	12'53	13'52	20.53	13*54	12 01	6.44	16 81	1633	1901
······································			AVE	RAGE DEAD	WEIGHT IN	TONS IN A	COACHING	TRAIN.		
99'29	161'37	152'03	305 38	***	136.62	144'76 145'52		137,18	156*11	1897
49'40 .	144'50 137 75	166.2 183.30	3°5 38 2°4'50 287 32	150°09 187°76	133.60 139 23	145'52 149'74		137 43	154'19 159'19	1898 1899
17 38 88'70	139'47 147'31	171'81 122'95	277°72 162°45	222°78 196°67	136°02 140°56	146°64 141°42	141'21	141 72 145 77	140°03 162′78	1900
					WEIGHT IN	TONS IN A	COACHING	TRAIN.	<u></u>	!
		.6	<u> </u>		-			151'92	170.65	1897
12'58 67'61	175'42	164'09 181'62	336°24 311'66	164*17	149'55 145'14	157*17 158*44	***	150.13	167.83	1898 1899
58.28	149'22	199'58	315'45	207 55	152'17	162'52	•••	151,64	172.83	I IXOO

Appendix 32. Loads—Goods. Average load and weight of Goods

(Referred to in paragraph

N. B .- A reference to Appendix 2 will furnish the key to

													11. 2.							Key to	•
									•		5′ 6″										i
GAUGE.		i					4	1	1	5	6			7			8	_	9		
CLASS: No.	1				3			_	-	-		N.	W. sys	гки (а)) to (e)	G. 1. I	. syst	EM.	3., B. & syste	C. 1.	
Calendar	E.1.	-	B. S. sys	Other	в. с.	BN		E.	C. P.	т.	0. & R	Mil		nml.	Entire line.	G. I. I	(c) (d) (g	to	, B.& C. I. a) 10 (f)	R. M. (g) to (j).	
year.		5' 6 gau	, ,	auges.		(a)			A TOA	DED	G001))\$ VI	HICLE	<u>-</u>		·]
					AV		_			- 1	6.33	1 7	'o2	661	6.99 8.11	6·9		7'28	7°16 7°74	4°70 5°11	
1897 · · · 1898 · · · · · · · · · · · · · · · · · ·	9'76 9'94 10'38		6.42 6.69 6.29	3'41 3'32 3'37 4'14	4'92 6'10 5'97 6'10	8°	77	1	0.10		6°35 6°68 6°54	6	79	7.92 7.92	7.89 2.89	8:3	13 7	7 50	7'23 7'56 8 24	4*97 5*37 5*66	7
1900	10'72	1	6.24	3'87	5'30	•	58 44	· ·		,00	6.62	1	<u> </u>	8.91	8.42	1					-
1901]	1				AVE	AGE (Inclu	LOAD	OF A oth load	GOO ed an	DS VE d empty	HICL ;.)	Е.						•	ı	-
					3.08	1 5	36 -	\top	6*31		4°54 4°48	1	.85 .00	4'95 5'69	4°04 5°64	0.		4°65 4°73	5°4° 5°78	3'7 3'9	ю
1897 · · · 1898 · ·	7'00	2	4.21 4.82 4.45	2.21 2.20 3.62	3'88	5	81 ·		6'75 6'63 6'65		4.70) (,23 ,30	5'73 6'10	5'63 5'94	5		4 67 5'48	5°33 4°98	3.8	31
1899 • •	7.1		4.40	3.18	3 67		67 3	08	-	5'00	4'97	, .	4.02	6'49	6.32		5'52		6.31	4'1	11
1901 .	7'4	5	4.79	3,00	VERAGE	NUN	BER C	F FR	EIGHT	VEH	il LES	IN /	GOOD	S TR	AIN.					1	_
	1			26.89	19*17	1			16.45	•••	24'7	8 1	5'80 5'23	25.67	24°2	5 23	46	25.69 26.54	36.68 34.63	27'8	oS
1897 • 1898 •	29'0 27'9	7	28'46 29'63 29'74	27'53 27'13	14°9′ 17'6′	21	70		15'76 16'31 18'93	•••	25.2	0 1	4.48	27'49 24'57	23'0 25'9	1 23		25°81 27°50	38.92		
1899 •	27.8		32'40	22'81	21.0		71	118	· i	32,00	25.3		5'12	27'34	25'6	5	26.02		39.75	31'	23
1901 •	. 27.2		28'47	21 33				R OF	BRAKE	VAN	IS IN	A GO	ODS TI	RAIN.	·						_
				1,08	1	_			1.53		1.	19	1,28	1,52 1,53	113		1'91	1'03 1'79	o'9	7 6	'S2
1897 • 1893 •	0'8	2	1'05	1,08	1'7	3 5	1.83	:::	1'43 1 42 1'27	•••	1 1	20	1.42	1,33	1':	27	1'81 1'82	1'79 1'89	0.8		·84 ·87
1900 •	0.0		1,01	1 15		1	· 1	1'10			1.		1'34	1.13	1.	16	1'9	1	0.2	5 0	5S.
1901 •	• 0'	89	1.03	1.00		- 1		OF V	EHICL	ES I	N A G	0005	TRAIN	٧.							
					T		4'35		17.69		26	27	17:38	26.02	25		22.77	2S 17 27'4S	35 S 37 S		8 67 y 69
1897 • 1898 •	29	99	29'49 30 68 30'75	28.21 28.63 27.63	10.	2 2	3°47	:::	17'24 17'73	•••	25° 26°	46	16'53 15'94	25.23 25.21	27	19 3	5'44	33,33	39°7	3	1°47 3°25
1899 • 1900 •	28.		33 41	23.07	i	1	7.75	9'28		32.00			16:46	2S'47	26	Sı	27'9	5	40.0	50 3	3,11
1901 .	. 2S	15	29.20	22 64	7 1	- 1	1		F FREI	GHT	IN A	GOO	DS TR	MN.							
					1	$\neg \neg$	21.11]	103.82	T	111	.70	76.44	126.6			03,50	122,14			04°34 13°58
1897 • 1898 •	199	20	125'00 143'31 141'52	70°0. 70°5. 72°0	4 56	93 I 06 I	25°97		107*49	:::	110	19 42 56	75'94 72'75 68'48	157°9 157°4 150°0	6 146	57	41°53 140°41 133°78	120'50	207	59 11	33,39 10,63
1899 •	198		149*41	72 1	4 77	-	20.32	25'13	126 O2	1600	1	62	74'44	177'5	١.	3.20	1 43	~	250	75 1:	28,45
1901 •	. 203	12	136.20	60.6	- }	. ,		,	/EIGH	r in	A GO	ops	TRAIN.						·		
				î .	1	1	168 93		219*08	ī	. 22	0.74	189'74	256			215 08	272'6	279		41.28
1897 • 1898 •	. 243	113	282'83 281'27 280 78	129'5 135'9	7 187	63	65'22 193'73	•••	213,81		21	6'45 4'45 8 00	186'31 186'97 180'79	270 272	12 26	1.39	321.33 340.01 532 28	373,1	0 310	'53 1	143'71 150'18 154 ' 03
1899 •	, 1	1.90	301.12	117'	23	55	254'14	 41°67	233'4 ⁵	208	"	921	183.92	265		6.04	<u> </u>	 5.55	기		149'5
1901 .	25	2.18	275'75	128	L AVER				EIGHT	ANI	DEV.	D WI	EIGHT,	OF G	OODS	TRAI	NS.				
								i	322.0	- 1	3	32 45	266'10	392	·S5 3	(6.20	318.38				245'9
1897 •	. 44	7'38	410 84	199° 206°	51 23	1'37 0'56 7'75	350°04 331°19 446°72		327.2	3 :	3	26.64 43.87	262 26 259'72	42S 429	78 4 '59 4	10'31 07'96 76'72	377'11 380'42 385'01	394	29 51	8'17	257°3
1899 •	44	2.04	422'30 450'56	190	11 31	1 50	411'07 381'76		359 4	- 1	••• 3 	31 . 50 74.83	249°27	1	- 1	20.53	С	574	~	Š'20	277
1901 .	. 43	5 30	412'31	195	-5	S-65			1	1	- 1		ITY H	1					!	<u> </u>	
						1		ī	42'0	1		41.00	39'3	1	9.63	39.60	43.6	6 39	9.84	45'62	53
1897 • 1893 •	1	52.62 52.48	42'77 43'2	1 42	79 3	5' 17 6' 10 14'90	39'90 41'78 43'61		42.	16	•••	42.19	40'8 39'3	7 4	5°15 4 90	44°81	50°0 45°7	6 37	0'55 7'31	48'12 44'09 40'78	54 52 52
1899 •	- 1	21 00	41.8 40.6	7 52	: 99	4.19	43'93	"	43*4			43'05	38.6	2 4	0'70	46'60 49'77	39.3	40'87	131	50'70	48
1901 .		51 69	40'9	- 1 .	partly to	22.17	32.12	١.			•••		1		1		1		<u> </u>		<u> </u>

trains on each railway (by systems.)

46 of Report.)

the code letters used to express railway systems.

				•	·		3′ 32″.				~			GAUGE.
10	0		11	14	16	17	18	19	20	21	22	23	74	CLASS: No
N.G S.	1	MADRAS M.		A. B.	B. & N. W.	R. & K. (a) &(b).	J. B.	υ. c.	B. G. J. P.	S. M.	W. I. P.	S, I,	В.	Calendar
N. G. S. (a) & (b).	H. G. V (c).	(a) to (c).	Nilgiri (d).	,		(α) α(υ).		†					٠.	year.
	i	· -	,	A	VERAG	E LOAD	OF A LO	ADED GO	ODS VEH	CLE.		· · · · · · · · · · · · · · · · · · ·		
10'71 11'15 41'17 10'44	 4'31	6.31 6.30 6.12		5°19 5 41 3°46 4°54	4'38 5'36 5'89 5'12	3°78 4°37 5°05 5°12	4°52 4°93 5°45 6°70	† 2*85 3 79 4*80	3'54 3'37 3'54 3'73	4°71 4 55 4°84 4°54		4'05 3 97 3'92 4'20	4°18 3 89 4°03 4°21	1897 1695 1899 1900
10,35	3'75	1,30	9'23	5*74	5°40	4°96	5*05	4.75	3*54	4'33	5'27	4'71	4*45	1901
					AVER	AGE LO	AD OF A	GOODS V	EHICLE.					
6.12		4.86		3.58	3'15	2.27	2.63	†	2'42	3 38		2'97	2.69	1897
6 60 6.12	2.76	4'70 4'59 4'57	:::	3*31 2*58 3*03	3'95 4'16 3'52	2.79 3.23 3'39	2°94 3°22 3°88	1.83 2.17	2'40 2'42 2'32	3.20 3.20	:::	2.00	2.20 3.81	1898 1899
5°91	2'59	5'02	7.26	3.80	3.88	3.58	3,35	2°57 2°69	2'55	3,58	4'35	3.23	3°97	1900 1901
	- 35					<u> </u>			S IN A GO			3 39	307	1,60,
24.75		24.00		21'27	28:35	20'95	21 27	†	25'44	20.79		18.81	27.41	1897
24°70 24°77	:::	24 21 23 74	:::	30.80 30.80	23'81 23'94	21'23 19 20	20'05 21'56	23.02 25.42	24'77 25'35	21.20 22.04	:::	18'78 18 88	27'45 26'81	1898 1899
27'19	10.69	53.80 53.51	2.02	25.81 22.66	24°57 25°08	22'71	18.11	25.62 25.32	25°07	22,52	14'75	18.97	25 07	1900
20*15	10 09								A GOODS		1 -473	19 47	24 88	1901
1'97	I I	4'17		1,01	1'51	1.68	0.56	†	0.21	1,10	l l	0.66	1150	.00.0
1'99		4'04 3'81		1.63 1.63	1,32	1 '64 1 52	0 23 0'40	0.11	0°47 0°55	1'27 1'32		0.62	1,20 1,20	1897 1898 1899
1 97	1'71	3.92	•••	1.60	1'24	1'48	0'45	0.52	0.64	1 36	···	0.22	1'28	1900
1,62	1,13	3,52	1 47	1°47	1'29 TAL NI	1'36	0'41	LES IN A	GOODS T	1'30	0,20	0,28	1.58	1901
25122		28.18		23.88	29.87	22'63			26'15	21,80		70.17		1
26.43 26.43 26.43	ca-	25'26 27'55	•••	25,38 35,29	25°17 25°13	22.84	21 ' 54 20'88 21 50	23°02 25°52	25'25 25'90	22 86 23 96	•••	19 47 19 47	29'00 28'95 28 42	1893 1893 1899
20,10	19,00	27.09	•••	27 41	25'81	19,39	18,26	26'90	20.31	23.61		19.52	26 35	1900
21,80	11.81	27.06	3,49	24'13	26.37	24'07	21'09	25°37	a GOODS	23'31	15*25	20106	26.16	1901
	1		1						ŀ		1			1 .
162,13	:::	116'70 113'94 109'41		79'46 77'15 79'46	89'37 94'29 99 70	53°96 59°39 61°89	56°17 60 99 70°04	† 42:42 55:56	61.40	70°27 78°44 80°41	:::	55 90 56'24 54'70	73°96 74°34 76°20	1897 1898 1899
165'96 160'92	47'34	106.33		77°So	56.08	60.03	69.33	05'71	59.66	72.25		61.33	75.01	1900
124'23	29°05	119*42	14 62	86'02	97.42	74*39	68.29	63 53	67.48	72'21	1.49	69'93	76.39	1901
	1		i			1			OODS TR	1	1	1 }		1
256'20 258'13	:	262°95 260°41	:::	117'25 145'14	140,52	116'51 117 79	117'27	121,31	125'76 122'39	118'52	:::	110.83	134°17	1897 1898
258'96 279'15	103.87	254°61 250'82	:::	139'50	125.21	89'95 93'22	101.43	131 . 22	123.25	122.89	:::	109.23	135'85 117'84	1839
232,58	83.32	260.99	60.21	132°40	129.63	112.24	120.20	139.46	126.00	121.36	167.39	112'34	118:47	1901
	1 1	i	101	'AL AVER		EIGHT,	REIGHT	AND DE	AD WEIGI	IT, OF GO	DODS TE	RAINS.		
403 32 420°47		379°65 374°35	/	187 12 222 29	518.48 550.64	170'47 177'19	173°44 175 40	† 163'76	182.00	185°11		166 73 165 95	205'11 209'80	1897 1893
424 92 440'07	157'21	363'52 357'15		253°02 217°30	215'64 216'64	151 85 154 15	1\$5*69 171*11	183'72 200'27	182.01	203°30 195°11		165 01 170'92	192 \$2 212,18	1809 1900
356.21	111*32	3So'41	75"13	218'42	227'05	186.93	189*48	197'99	193'48	193-57	163 88	182.27	191.8ῦ	1901
				PER	CENTA	GE OF F	REIGHT	JPON CA	PACITY H	AULED.	1			
51.38		41*31		. 40°70 39°97	39°09 49 17	34°90 33'85	41'77 44'09	20.62	44°75 42°69	46.04		49'90 50'18	44°39 44°10	1807 1898
53°76 53°90 46°56	28'LS	39°71 38°74 38°35		39.20	50 87 43°38	39.86	45.79 51.84	30.23	41.11 30,28	53°05 48°42		46'35 50'12	41'53 43'03	1899
4-7-1		G- 55				38.28	49,11	37.03	42.48	47.80	45*52	55'72	43'47	1901

[†] The figures for 1897 are included with the Rajputana-Malwa railway.

APPEN

Number of, outlay on, and
(Referred to in paragraphs
N.B.—A reference to Appendix 2 will furnish the key

·····	GAUGE.			5′ 6″			
_	Classification Number.	1	2 (a)	3	4 (a)	5	6 (a) & (
Progres- sive No.		E. I.	E. B. S.	В. С.	B. N.	P. T.	O. & R
	. ENGINE	i Es.				1]
1 2	Passenger engines— Number at close of 1900 Number added in 1901	133 "133	₄₆	*	37 42	:::	3
3 4	Number at close of 1901 Goods and mixed engines— Number at close of 1900	668	6S	27†	119	12	13
5 6	Number added in 1901 Number at close of 1901 Number per mile of line open of all classes	I 681	72 0'44	27f	16 185 0 11	24	13
7 8	Average mileage run by each in 1901— Passenger	35,192	26,356	•	36,248		19,53
9 10	Goods All classes Average mileage run by each per diem—	24,019 25,845	23,029 24,326	17,308	23,256 23,213	•	29,70 27,25
11	Passenger	96 66 71	72 63 67	47	99 64 72		1
13 14 15	All classes Total value in thousands of rupees Total value per mile of line open	: 1	* "	8,64 6,223	78,00 5,013	4,83 52,So3	4,75
	COACHING S	тоск.					
16	Number at close of 1900	1,996 149	514	117	569 224	,	80
17 18 19	Number at close of 1901	1 2,145	524 0'18	117	0.04 183	•••	80
20 21	Number per mile of line open 2nd class	o.02 0.02	0,54	0.02	0,03 0.04	•••	0.0
22 23	Number per mile of line open 3rd class	0,33 0,43	0,20 0,20	0.32	0,1Q 0,52		0'3
24	Number per mile of line open total of all classes	1*02	1'95	0.30	0'51		0.2
25 26 27	Average mileage run by each 1st class Average mileage run by each 2nd class Average mileage run by each Intermediate class	*	*	*		***	
28 29	Average mileage run by each 3rd class Average mileage run by each all other classes	*	*	*		•••	
30	Average mileage run by each total of all classes	54,288	32,676	29,855	40,818		49,39
31 32	Total value in thousands of rupees		:		55,68 3,578		
	GOODS STO	OCK.					1
33	Covered wagons	7,957	1,967	421	2,964	348	3,83
34 35 36	Number at close Timber trucks, including bolster trucks. All other classes	5,917 23 76	236 21 70	57 3	3,096 36 45	7 	 9 45
37 38	(Total of all classes	13,973	2,314	493	4,141	372	4,39
39 40	Number added in Timber trucks including bolster trucks	1,585	51 5 3	::.	560 224 14	29S 5 22	
41 42	1901. All other classes Total of all classes	1,443	51	1	209 809	103 428	2
43 44	Covered Wagons Open Number at close Timber trucks including bolster trucks	7,813 7,502	2,018 241	421 12 57	3,524 1,320	646 12	3,85
45 46 47	of 1901. All other classes [Total of all classes]	23 78 ‡15,416	68 68 2,395	57 4 494	50 56 4,950	22 120 800	510 41
48	Number of all classes per mile of line open Average mileage run by each	7'21	S'03	3.26	3'19	87	4,41
1	Average tare in Covered wagons tons. Open ,,	6.94	7,22	78·72 7·85	14,085 7:86	7.00	16,63 2°3
52	Average carrying Covered wagons	6.42	9,28	12.39	7°10 14'71	, 5°00	
53 54	capacity in tons. (Open ,,,	14.82	14'13	17.00	15'24	10'00	•••
55	Total value in thousands of rupees Total value per mile of line open	7*45	4.79	3,21	4.67 1,29,87	5 ° 00	4°9: 1,28,70
57	Grand total value of Rolling-Stock in thousands of success	10,63,09	1,24,54	20,266¶ 3€,79	2,63,55	1,81,445	11,359
58	Grand total value of Rolling Stock per mile of line open	50,593	46,523	26,489	16,938	2,34,248	15,74
	ROLLING STOCK UNI	DER SUPPLY	Υ.				
59	Engines Coaching vehicles	110	21		45	و	18

^{*} Information not available.
† Including passenger engines.
‡ Excluding 15 engines, 2 coaching vehicles, 6 brakevans and 407 goods vehicles used for construction purposes.

DIX 33.

work done by Rolling-Stock.
18, 54 & 55 of Report).

Appendix 33. Rolling-Stock statistics.

			s' 6"					3′ 3	3"		ł	
7			(a) to (f).	10 (a) and (b)	(a) to (c)	(b) to (d).	(g) to (j).	10 (c)	11 (d)	12	(a) & (b)	Pro
N. W. 1) to (e)	G. I. P. (a) to (c)	I. M. (d) to (g)	B. B. & C. I.	N. G. S.	M.	E. B. S.	R.M.	н. G.V.	N.	B. D.	D. S.	Sive No.
	[<u> </u>			ENGINES.			l]	<u> </u>	
	165	10	66		46	50	145	•	2			
	160	···10	66	•	46 15 61	50 7 57	"i45		2	•	:	
660 15 676 0'18	440 10 450	132 132 013	** 122	541 541	122 49 171 0'17	54 10 64 0°17	283 283	35† 35†	2	14† 10†	₂₂	
*	26,535 17,920	38,261 16,886	o'23	o'15 #	25,785 22,807	20,00S 22,784	0°24 #	0,00	12,358	o.oo	0°28	
20,320 #	20,198 73	18,391	18,333 c	21,551	23,590	23,163 71	18,280	23,492 #	9,382 10,885	15,199	*.	
\$6 2,33,14	49 35 1,88,60	46 50 58,78	50	59 21,52	71 62 65 82,20	65 66	50 77,60	64 9,55	26 30	42 1,91		
6,281	12,020	5,182	•	6,517	5,968	CHING STO	4,293	2,441	*	1,723	*	
2,317	1,754	504	556	182	i	611	1,689	111	12	27	80	
2,331 0'04	1,738 0°07	509 0.02	579 0'05	182 °10	1,143 16 1,159	625 0'09	1,657 0°07	17 128 0'05	 12 0'15	71 8°08	 80 °°5	
0°04 0°04	0,13	0'04	0 07 0'03	0,01	0.00	0°07 0°10	0.03	0'03	0.03	0,03	0.02	
0,52 0,52	0°39 0°52	0,12 0,33	0°35 0°20	0,30 0,31	0°42 0°26	0'40 0'23	0°45 0°32	0'13 0'13	0°24 0'24	0,12 0,12	0'46 0'47	
o¹6ვ ●	1,10	0'46	0'70	o'55	0'84	o'89	0,03	0°33 32,0°5	0'71	o.63	1,03	
•	61,996 48,175 	39,640 51,969		•	27,93 ² 2/,73 ⁴ 101,164		•	56,178	73.82	•		
*	47.(89 18,590	36,378 23,921			27,817 29,394	:	•	39,889 37,103	65'93		•	
35,448 1,34,62	35,027 65,56	34,101	48,470	. 40,284	28,260	30,875	33,958	47,076	63'90			
3,626	4,178	33,74 2,974	•		41,37 3,003			•	•	•	•	
	1		1			OODS STO			 T		1	
7,894 2,913 324	4,479 3,138 191	1,456 721 50	2,435 1,636	171 657 101	2,318 1,622 175	85	42,42 26,44 79	300 210	16	199 69 12	133 714 50	
220 11,351	7,871	34 2,261	549 4,710	939	38 4,153	90 2,815	92 7 0,57	514	16	285	899	
 		116 —14	102	 2	4 114 10	40 15	33 	21 20		34	*** *** ***	
3	8 8	102	136	1	123	175	" 12	3 44	***	32		
7,894 2,913 324	4,429 3,138 191	1,572 707 50	2,463 1,738 90	171 657 99	2,314 1,736 185	2,338 356 86	4,254 2,677 79	300 231 20	16	233 67 12	133 714 50	
223 1,354	121 7,879	2,363	555 4,846	938 938	41 4,278		7,102	558	16	316	899	
3°07 16,950	5'02 20,251	19,497 2.18	5'88 10'648	2.84 20,148	3°10 11,030	4°28 9,131	3 ` 93 8 , 392	1'43	0'95 21'80	•		
7°50 6°94	6.22 2.18	7°90 6 39	6.19 6.91	6 . 24	7.30 6.58	•	3'90 4'15	3'95 3'34	**			
13.08 13.08	13'39 14 53	13.33	13'19 14'23	13'89 13'89	11,0g	*	9.38	9,18 10,00	**	#	*	
6.37	5'52§ 1,45,82	5°52§	6·31	6°21 26,31¶	5'02 1,15,30	3,00	4'11 1,40,98¶	2°59	2°26	6,31	*	
7,811	3,99,98	1,66,02	2,21,24	7,969 £	8,37 ²	92,35	7,793¶ 2,18,48	3,701 \$	5,16	5,704 8,22	19,19	
7,57.09	25,491	14,635	22,814	14,485	17,343	13,213	12,096	6,142	30,528	7,427	24,754	
				ROLL	NG STOC	K UNDER	SUPPLY.		1		1	
30 34		57 5	62		39 55	3 55 606	10			•••	•••	

5 For the Great Indian Peninsula and Indian Midland combined system.

Metre gauge only,
Including value of coaching stock.
Excluding two engines condemned during the year.

APPEN

Number of, outlay on, and (Referred 10 in paragraph: N. B.—A reference to Appendix 2 will furnish the key

	_	1	7V. B.—	-A reference to Ap	penalt 2 will fur	nish the ke
	GAUGE.		1	<u> </u>	1 17	· ·
Progres-	CLASSIFICATION NUMBER.	14 (a)	15	16	(a) and (!).	18
sive No	Particulars.	А.В.	D.	B. & N. W.	R. & K.	J. B.
	ENGINE	S.	1		1	1
	Passenger engines-					
1 2 3	Number at close of 1900				:	*
. 4	Goods and mixed engines — Number at close of 1900	531	3†	155† 20†	, '27†	32
5 6 7	Number at clese of 1901	53† 0°09	Sł	175†	31+	40 0'05
-	Average mileage run by each in 1901-			'		
8 9 10	Passenger	14,662	# 5'50δ	22,749	24,037	22,035
11	Average mileage run by each per diem— Passenger	!	•	•		
13	Goods All classes Total value in thousands of rupees	40 11,40	14	62 41,15	65 6,73	60
. 15	Total value per mile of line open	1,935	•	3,260	2,264	13,01
	COACHING ST	госк.	1	1	1	
16 17	Number at close of 1900	175 7 182	10	795	194	121 24
18 19 20	Number at close of 1901 Number per mile of line open 1st class Number per mile of line open 2nd class Number per mile of line open 1ntermediate class	0'03 0'n2	10	795 o'o6	0'07	145 0°02
21		10.01	•	0°04 0°04	0.03 0.03	0'02
22 23	Number per mile of line open Srd class	0,11 0,14		0,13 0,36	0°28 0°12	0°10
24	Number per mile of line open total of all classes	0.31	•	0'63	0'53	0*20
25 26 27	Average mileage run by each 1st class Average mileage run by each 2nd class Average mileage run by each Intermediate class	*				:
28 29	Average mileage run by each 3rd class	:				
30	Average mileage run by each total of all classes	39,879		44,118	33,873	45,993
31 32	Total value in thousands of rupees	13,35 2,265			:	*
	GOODS STO	оск,				
33 34	Covered wagons Open wagons	524 483		} 4,673 {	693	180
34 35 36	Number at close { Timber trucks including bolster trucks, of 1900, All other classes	76 78		292 31	82 76	125 •••
37 38	(Total of all classes	1,161	3	4,955	19 870	305
39 40	Open ,, Number added Timber trucks including belster trucks	100 15		} 882 {	<i></i> 4	100 170
41 42	in 1901. All other classes. [Total of all classes]	 85		\$83	4	***
43 44	Covered wagons	624 468	•	} 5,555 {	689	270 280
45 46	Number at close { Timber trucks including bolster trucks of 1901. All other classes	76 78		282 32	82 76	295
47 48	Cotal of all classes Number of all classes per mile of line open Average mileage run by each	1,246 2'11	8 *	5,869 4.65	13 860 3'04	 675 0'78
50	Average tare in Covered wagons	6,453 4°25	* ·	8,392	10,595	12,522
51	tons. Open " Average carrying Covered wagons	3*24	*	**	3*84 2*73	3.03 3.03
	capacity in tons / Open ,,	9 [.] 67 6 .33	*	} 8.66 {	8:67 8:67	8:38 7:74
53						
53 54	Average load of a goods vehicle loaded and empty.	3.80		3*88	3.58	3,35
53 54 55 56	Total value in thousands of rupees . Total value po. mile of line open	3 ^{.8} 0 16,32 2,771	\$ 2:	1,20,61‡ 9,557‡	3°28 19,°0‡ 6,665‡	19,821
53 54 55 56	Total value in thousands of rupees	16,32		1,20,61‡	19,50‡	
53 54 55 56	Total value in thousands of rupees Total value po, mile of line open Grand total value of relling-stock in thousands of rupees	16,32 2,771 41,07 . 6,971	2,85	1,20,61‡ 9,557‡ 1,61,76	19,°0‡ 6,665‡	19,821 2,692; 32,83
53 54 55 56 57 58	Total value in thousands of rupees Total value pe, mile of line open Grand total value of relling-stock in thousands of rupees Grand total value of rolling-stock per mile of line open	16,32 2,771 41,07 . 6,971	2,85	1,20,61‡ 9,557‡ 1,61,76	19,°0‡ 6,665‡	19,821 2,692; 32,83

* Information not available.

DIX 33-concld. work done by Rolling-Stock. 18, 54 & 55 of Report).

Appendix 33. Rolling-Stock statistics.

	, ,	7 3	J 0	opott).			
to	the	code	letters	used to	express	railway	systems.

		3′ 38″				2′ 6″		2′0″	
	20	21	(a) to (d)	24	2 (e)	4 (6)	25	30	Pro-
5.	B. G. J. P.	S, M,	s.i.	В.	С. В.	R. D.	M. R. W.	D. H.	No.
!				ENGINES.		1			
]		26	69	22	1	•	5		1
i	*	26	,68	28	^{""} 1		5	:::	3
2 0'04	†37 †37 °°8	193 193 oʻ14	139 0'18	149 29 178 0°17	2 0'09	4† 0°07	3 oʻo3	14 ''' 14 o'27	4 5 6 7
,520	15,309	25,882 . 15,293 16,551	25,703 14,016 17,988	13,811 22,499 21,318	26,512 14,800 24,506	16,115	23,381 18,009 21,367		8 9 10
# # 51 95	* * 42 7,56	71 42 45 45,16	70 38 49 44,03	38 62 58 51,69	73 41 67 47	# # 44 119	64 49 59 129	# # # 2,44	11 12 , 13 14
384	1,661	2,831	3,971		1,393	2,121	1,372	4,788	15
26	255	050		· · · · · · · · · · · · · · · · · · ·		20]	71	16
26 0'03	263 0°08 0°04	1,006 0°06 0°04	983 0°06 0°07	33 837 0°07 0°06	16 oʻo6 oʻo3	22 0'02 0'02	54 0'05 0'06	76 018 070	17 18 19 20 21
0'22	0.31	0'34	o*56	0.38	0'26	0.50	0'34	o*55	22 23
0,36	o'58	0.63	0'83	0*70	0°47	0'39	0.27	1*49	24
,947 ,421	17,5 ⁹ 5 44,3 ⁶ 3	9 #	#	*	*	6,257 6,257		*	25 26
,00б	26,241	*	**			13,090	{ .	#	27
,757 ,706	20,441 26,038	25,163	35,595		*	14,777			30
1,19 ,734	8,55 1,877	*	35,46 3,194	38,85 3, 298	*	58 1,029	1,25 1,330		31 32
	<u> </u>			GOODS STOCK.					
25 10	298 662 16	3,171 1,147 188	1,921 1,322 51	22,41 890 307	56 11	12 55	20 94	37 143 4	33 34 35 3 6
35	23 999	208 4,714	3,300	3,648	118 185	" 67	115	19 203	37
	 6	-11	***	134 —6	•••	•••	2	9	38 39 401
	6	3	***	33 161	-118 -118	8	2	9	41 42
25 10	, 298 662 22 23	3,179 1,136 188 211	1,921 1,322 51 6	2,375 884 307 243	50 11 	20 55 	20 96 	37 152 4 19	43 44 45 46
l l		1			e e		1'24	4°16	47 48
,308	5 347	8,772	9,375	13,953	*	4,093		***	49 50
2,69	<i>f</i> 2,11		3'52	4'02	* S	3'50	2'57		51 52
6'29	6.13	l	6'29	8*47	*	8.11	5.00	•••	53 54
· 1	11,98	95,141	46,90	62,49	1,32‡	1,55	1,65	3,081	55
845 2,72 1,963	2,633 28,09 6,171	5,965I 1,40,30 8,796		5,306 1,53,03 12,993	3,9°3I 1,79 5,296	3,32 5,911	4,19 4,448	5,53 10,823	57 58
-	-,-,-	-,,,,,			DDI V	<u> </u>	<u> </u>	<u> </u>	<u> </u>
			DOLL INTO COLO		PPLY				
		111	ROLLING STO	SCR UNDER SU]			50 60
	26	1 1	26		ENGINES.	ENGINES. 1	ENGINES.	ENGINES. 1	ENGINES. 1

[†] Including passenger engines.

‡ Including value of coaching stock.

Appendix 33-A.
Rolling-stock and work done.

Statement showing Rolling-stock on some of the railways

										(Referred	to in par	agraphs		
GAUGE.			•			5′ (5"							
CLASSIFICATION No.						2			4					
•		East I	ndian.		EASTE	к и Венс ‡	al Stati	e. (a)	Вв	ngal Na	GPUR (a)			
Particulars.	1893.	1901.	Increase.	Per- cent- age of in-	1893.	1901.	Increase.	Per- cent- age of in-	1893.	1901.	Increase.	Per- cent- age of in- crease.		
				crease,				crease.	1			croasci		
			LOCON	OTIVES	; <u>.</u>		1 3				1			
Number of Locomotives on the 31st December . No.	576	814	23 S	41'32	97	\$45	48	49' 48	103	177	74	71'84		
Capital expenditure on Loco- motives up to the 31st De- cember in thousands of Rs.	*7,12,53	# 10,63,09	3,50,56	49*19	90,92	■ 1,61,33	70,41	77 ' 44	46,70	78,00	31,30	67'02		
Total engine miles run . ,, Miles.	11,434	21,038	9,604	83.00	2,481	3,337	856	34*91	1,723	4,108	2,385	138.42		
Engine mileage run per engine ,	19851	25,845	5,994	30,13	25,582	23,019	-2,563	-10,13	16,724	23,213		38.72		
Gross ton-miles hauled , in millions of ton ,,	3,657	6,446	2,789	76'26	527	736	209	39.66	556	1,192	636	114,30		
Ton-mileage hauled per engine in thousands of ton ,,	6,350	7,920	1,570	24.72	5,433	5,082	-351	 6:46	5,403	6,735	1,332	24.67		
Length of system on the 31st December . ,,	1,818 60	2,101.27	282.67	15'54	<i>373°7</i> 6		- 1	5'16			690.65	80.03		
Number of passengers carried in thousands No.	17,207	23,875	6,668	38.76	7,968	9,789		22'85	2,198	11 11 11	3,823	173'93		
Tounage of goods carried . in thousands of Tons	§ 5,405	§ 10,418	5,013	92*75	§ 1,340	§ 1,793	453	33'81	\$1,242	§ 2,185	943	75' 93		
		со	ACHING	VEHIC	LES.									
Number of vehicles on the 31st December . No.	1,559	2,145	586	3 7* 59	502	641	139	27.69	400	793	393	, 98°25		
Capital expenditure on vehi- cles up to the 31st Decem- ber in thousands of Rs.	* 7,12,53	# 10,63,09	3,50,56	49*19	* 90,92	* 1,61,33	70,41	77'44	† 1,15,54	† 1,85,55	70,00	бо ' 58		
Total vehicle mileage run ,, ,, Miles	88,620	116,448	27,823	31'40	17,356	20,615	3,259	18.77	11,562	32,369	20,807	179'95		
Vehicle mileage run per vehicle , ,	56,845	54,288	2,557	-4.50	34,575	32,161	-2,414	-6.98	28,906	40,818	12,088	41.82		
Coaching freight ton mileage in thousands of ton "	78,9 99			35.52	12,276	17,104		39°33	7>477	28,293	20,816	278.40		
Freight ton-mileage per vehicle	50	49	-;	-2.00	24	27	3	12 50	18	35	17	94'44		
Length of system on the 31st December	1.818'60	2,101'27	282.67	15*54	373°76					1,552'98		80'09		
Number of passengers carried in thousands No.	17,207		6,668						1		1 . 1	173'93		
							1	1			1			
	,		oobs (EHICLE	.5.						, ,			
Number of vehicles on the 31st December No.	8,956	15,416	6 ,460	72 [*] 13	2,072	2,889	817	39*43	3,412	4,950	1,538	45°0		
Capital expenditure on vehicles up to the 31st December in thousands of Rs.	*7,12,53	# 10,63,09	3,50,56	49*19	# ₉ 0,92	* 1,61,33	70,41	77°4 4	† 1,15,54	† 1,85,55	70,00	бо * 5		
Total vehicle mileage run . ,, Miles	180,845	259,325	78,480	43'40	21,953	31,160	9,207	41*94	47,858	69,721	21,863	45.6		
Vehicle mileage run per vehicle , ,	20,193	16,827	3,371	~ 16.69	10,595	10,786	191	1.80	14,026	14,085	59	0*4:		
Goods freight ton-mileage . in millions of ton ,,	1,199]			, ,,,,,			55*43	"			87*7		
Freight ton-mileage per venicle in thousands of ton ,,	134	139	5	3*7 3	45	50		13.13		46	10			
Length of system on the 31st December	1,818.60	2,101°27	282'67	15'54	373'76	393'05	19'29	5*16	862*33	1,552*98	690*65	80'0		
Number of tons carried . ,, ,,	§ 5,405	§ 10,418	5,013	92°75	§ 1,340	§ 1,793	453	33'81		§ 2,185		75*9		
			n Ionama	1			L							

[•] The expenditure on locomotives and coaching and goods vehicles has not been kept separate in the accounts.

[†] The expenditure on coaching and goods vehicles has not been kept separate in the accounts.

‡ Including the Bengal Central railway, as the grant to show the volume of traffic dealt with by each. In the case of many railways a large are not credited. The extent to which this was the case may be judged from Appendix

in 1893 and 1901 and the work done by it.

		·		·	5′	6"					
		6			:	,				3	
c	OUDH AND R	Cohilkhand,		No	ORTH WESTE	ern (a) to (e)		GREAT INDI	an Peninsu	LA SYSTEM (a) TO (g).
1893.	1901.	Increase.	Percent- age of increase.	1893.	1901.	Increase,	Percent- age of increase,	1893.	1901.	Increase.	Percent- age of iocrease,
					LOCOMOT	TIVES.		,			
		- 6		-06							
157	175	18	11.39	586	676	90	15.36	714	7 52	38	5'
37,94	47,58	9,64	25,41	1,88,59	2,33,14	44,55	23.62	5 ,51,67	₽ 5,66,00	14,33	2
3,100	4,771	1,671	53,30	10,010	13,736	3,726	37'22	12,773	14,831	20,58	16
19,747	27,265	7,518	38.07	17,844	20,320	2,476	13.88	17,890	19,722	1,832	10
783	1,206	423	54'02	2,853	4,134	1,281	44*90	3,307	4,329	1,022	30
4,991	6,892	1,901	38.00	4,869	6,115	1,246	25,23	4,632	5,758	1,126	24
741.11	1,133.60	392'49	52'96	2,608*26	3,702.67	1,094*41	41 96	2,224.54	2,674*39	449*85	i
5,662	8,764	3,102	54*79	12,414	20,293	7,879	63.47	15,187	22,534	7,347	48
§1,406	§ 1,899	493	35*6€	\$5,129	§ 5,603	474	9 . 54	§ 3,399	\$ 4,510	1,111	. 32
	ī			(COACHING	VEHICLES.					
592	804	212	35'81	2,040	2,331	291	14'26	2,0 9\$	2,247	140	2
† 1,08,05	† 1,28,76	20,71	19*17	† 3,68,39	†4,24,5 5	56,16	15'24	# 5,51,67	⁹ 5,66,00	14,33	;
21,347	32,432	11,085	51 - 93	64,254	82,629	18,375	28.20			12,356	j 11
36,061	40,338	4,277	11.86	31,497	35,448	3,951	12'54	30,533	34,00	3,474	1
17,012	25,579	8,567	50'36	46,162	72,762	26,600	57*62	50,062	65,93.	15,872	3
29	32	3	10'34	22	31	9	40*91	24	29	s	. 2
741'11	2,133.60	392'49	52 * 96	2,608.26	3,702*67	1,094.41	41.96	2,221'51	2,674'39	449'8) 5) 2:
5,662	8,764	3,102	54'79	12,414	20,293	1			1	1	i
					GOODS V	EHICLES.		!	J		1
	ĺ										
4,373	4,416	43	0.08	10,107	11,354	1,247	12'34	10,148	10,24	94	
† 1,08,05	† 1,28,76	20,71	19 17	† 3,68,39	† 4,24,55	56,16	15*24	3,51, 67	# 5,66,0	14,3	3
57,722	73,44S	15,726	27 • 24	133,790	191,207	57,417	42'91	141,635	177,74	36,10	7 2
13,200	16,632	3,432	26'00	13,237	16,960	3,723	28.13	13,957	17,35	3,38	7 2
158	230	81	51,52	684	1,117	ì			I .	1	1
. 36	54	18	50.00	68	99	31	45'59	77	10	3 21	5 3
741*11	1,133 60	392°49	52'96	2,6oS·26	3,702°67	1 034,41	41'96	2,224*54	2,674*3	9, 4 49 ° 8,	5 2
§ 1,405	§ 1,899					1				i	Į
, ,,,,,,,	• -,-99	,,,,			_ 0, 0	i	1	1	1		1

It has not, therefore, been possible to show it separately.

It has not, therefore, been possible to show it separately.

figures for 1893 cannot be separated.

part of the traffic was carried in foreign railway wagons. In the case of some, the home vehicles carried traffic on foreign lines with the quantity of which they No. 21. The vohicle mileage figures, however, represent all the work done by each railway's own vehicles.

Appendix 33-A. Rolling-stock and work done.

Statement showing Rolling-stock on some of the railways

Number of Locomotives on the 31st December	74 76.63 08 24.87 60 89.92 34 34.29
Particulars. Percent age of increase 1893 1901 Increase 189	Percentage of increase 58 41*46 59 51*63 74 76*63 58 24*87 50 59*92
Particulars. 1893 1901 Increase Percentage of increase 1893 1901 Increase 1893 1901 19	6. age of increase 58 41.46 59 51.63 74 76.63 59.92 34.29
1893 1901 Increase Percentage of increase 1893 1901 Incre	6. age of increase 58 41.46 59 51.63 74 76.63 59.92 34.29
Number of Locomotives on the 31st December	51°63 74 76°63 98 24°87 60 89°92 34 34°29
Capital expenditure on Locomotives up to the 31st December in thousands of Rs. #1,64,25 # 2,21,24 56,99 34.70 # 38,84 # 47,82 8,98 23.12 54,21 82,20 27 Total Engine miles run . in thousands of miles 2,824 3,447 623 22.06 768 1,163 395 51.43 3,098 5,472 2,600 18,338 -2,738 -12.99 15,372 21,551 6,179 40.20 18,892 23,590 4,600 1,000 18,892 23,590 4,600 1,394 1	51°63 74 76°63 98 24°87 60 89°92 34 34°29
Capital expenditure on Locomotives up to the 31st December in thousands of Rs. #1,64,25 * 2,21,24 * 56,99 34.70 * 38,84 * 47,82 * 8,98 23.12 54,21 * 82,20 27 Total Engine miles run . in thousands of miles 2,824 3,447 623 22.06 768 1,163 395 51.43 3,098 5,472 2,500 18,338 -2,738 -12.99 15,372 21,551 6,179 40.20 18,892 23,590 4,500 18,393 1,394	74 76.63 08 24.87 60 89.92 34 34.29
Total Engine miles run in thousands of miles 2,824 3,447 623 22'06 768 1,163 395 51'43 3,098 5,472 2,575	74 76.63 08 24.87 60 89.92 34 34.29
Engine mileage run per engine	24.87 56 89.92 34 34.29
gine	50 E9*92 34 34*29
Ton-mileage hauled per engine in thousands of ton ,, 6,613 6,031 -582 -8.80 4,254 6,904 2,640 61.91 4.474 6,005 1,	34 34'29
engine in thousands of ton ,, 6,613 6,031 -582 -8'80 4,224 6,904 2,030 61 91 4 4/4 0,005 1,	
Length of system on the 31st	
December	03 64,15
Number of passengers carried in thousands No. 15,075 18,144 3,049 20'19 1,619 1,409 -210 -12'35 9,826 12,277 2,	51 24'94
Tonnage of goods carried . in thousands of Tons § 1,539 § 1,973 434 28'20 \$504 \$ 920 416 82'54 \$ 1,158 \$ 2,412 1,	54 108'29
COACHING VEHICLES.	
Number of vehicles on the 31st December No. 517 579 62 11'99 152 182 30 19'74 796 1,159	63 45'60
Capital expenditure on vehicles up to the 31st December in thousands of Rs. \$1,64,25 \$2,21,24 56,99 34.70 \$38,84 \$47,82 8,98 23.12 \$97,02 \$1,56,67 59	65 61°48
Total vehicle-mileage run in thousands of miles 19,954 28,064 8,100 40'59 5,815 7,332 1,517 26'09 23,783 32,753 8,	70 37*72
Vehicle-mileage run per vehicle	19 -5'42
Coaching freight ton-mile- age in thousands of ton ,, 23,296 28,675 5,379 23'01 5,072 4.754 -318 -6'27 25,464 30,001 4,5	37 17.82
Freight ton-mileage per vehicle in thousands of ton ,, 45 49 4 88 88 33 26 -7 -21 21 31 25	-6, -19'35
Length of system on the 31st December , 499'25 683'12 183 87 36'83 444'81 351'60 -93'21 -20'95 839'23 1,377'30 538	
Number of passengers car-	,
ried in thousands No. 15,095 18,144 3,049 20'19 1,619 1,409 -210 -12'35 9,826 12,277 2,	51 24'94
Number of vehicles on the	
31st December No. 3,645 4,846 1,201 32'95 735 938 203 27'62 2,858 4,276 1, Capital expenditure on vehicles up to the 31st Decem-	18 49°62
ber in thousands of Rs. 1,64,25 2,21,24 56,99 34.70 38,84 47,82 5,98 23.12 7.97,02 41,56,67 59	65 61.84
Total vehicle-mileage run . in thousands of Miles 46,340 51,602 5,262 11'36 9,592 20,099 10,507 109'54 29,642 47,164 17, Vehicle-mileage run per	22 59.11
vehicle	58 6.34
	59 108.16
Freight ton-mileage per vehicle in thousands of ton ,, 68 64 -4 -5.88 69 114 45 65'22 52 72	20 38'46
Length of system on the 31st December , 499'25 683'12 183'87 36'83 444'81 351'60 -93 21 -20'96 839'22 1,377'30 538	08 64.12
Number of tons carried in thousands of Tons Same	54 108'29

The expenditure on locomotives and coaching and goods vehicles has not been the expenditure on coaching and goods vehicles has not been kept separately and goods carried over the several railways is given to show the volume of traffic dealt with by each. In the case of many railways they are not credited. The extent to which this was the case may be judged from Appendix No. 21

in 1893 and 1901, and the work done by it.

(b) to (d). (g) to (j). BENGAL AND NORTH-WESTERN. (a) an Per- centage						
(8) to (a). (b) to (b). (c) to (f). (c) to (f). (d) an increase. (entage of age o	17					
1893. 1890.	Rohilkund and Kumaon. (a) and (b).					
#59,20 #92,35 13,115 36°00 74,75 77,60 285 33°1 19,69 41,15 22,05 115°3 5,63 6,73 1,791 2,822 1,011 36°45 7,492 7,815 323 4'31 1,929 3,651 2,062 16°89 5,88 745 20,132 23,163 3,031 15°05 17,679 18,656 590 33°4 19,280 22,743 3,463 17'44 19,540 24,637 251 392 141 38°17 1,269 1,676 313 22°96 33°0 65°8 328 99°39 78 98 2,823 3,247 424 15°02 3,215 3,917 702 21°84 3,299 3,761 46°2 14'00 2,925 3,188 5,752 1,865 53°20 10,644 12,873 2,229 20°94 5,073 9,684 4,611 90°89 1,050 1,539 5,570 8 833 313 54'91 61,668 82,392 424 21°54 8 692 51,341 65°2 94'08 8 5.83 53.25 ***COACHING VEHICLES.*** ********************************	Increas		Per cent: of			
**S9,00 **92,05]	1				
1,791 2,802 1,011 56'45 7.492 7,815 323 4'31 1,929 3,931 2,062 160'89 528 745 20,132 23,163 3,031 15'05 17,670 18,660 590 334 19,286 22,749 3,463 17'44 19,560 24,037 251 302 141 8'817 1,363 1,676 313 22'96 330 6'85 328 99'39 18 98 2,823 3,247 424 15'02 3,215 3,917 702 21'84 3,290 3,761 462 14'00 2,925 3,168 56'3'96 698'91 134'95 23'93 1,783'93 1,948'94 165'01 92'5 756'30 1,280'19 52'3 99 69'29 275'97 285'09 3,384 5,232 1,865 55'20 10,644 12,873 2,229 20'94 5,073 9,684 4,611 90'89 1,050 11,530 \$\$ \$\$ \$\$ \$\$ \$\$ \$\$ \$\$ \$\$ \$\$ \$\$ \$\$ \$\$ \$\$	1	4	1			
20,132 23,163 3,031 15°05 17,670 18,260 590 334 19,286 22,749 3,463 17°44 19,549 24,037 251 302 141 58°17 1,363 1,676 313 22°96 330 658 328 99°39 78 98 22,823 3,247 424 18°02 3,215 3,091 702 21°84 3,099 3,761 462 14°00 2,925 3,188 55°396 698°91 134°95 2393 1,783'93 1,948°94 165°01 928 7,563 1,280°19 523°89 69°37 275°97 285°09 3,364 5,022 1,866 55°20 10,644 12,873 2,229 20°94 5,073 9,684 4,611 90°89 1,050 1,530 55°70 \$830 313 54°91 \$1,968 \$2,392 424 20°54 \$603 \$1,345 652 94°65 \$283 \$312 \$	3 1,	1,0	1			
251 392 141 5817 1,363 1,676 313 22'96 330 658 328 99'39 78 93 2,823 3,247 424 15'02 3,215 3,917 702 21'84 3,299 3,761 462 14'00 2,925 3,188 563'96 698'91 134'95 23'93 1,783'93 1,948'94 165'01 972 736'30 1,280'19 523'89 69'27 275'97 285'09 5 570 \$ 853 313 51'70 1,583 1,657 74 4'67 413 795 382 92'49 1,75 138 ***Sp.20 ***P\$-\$1,35 33.15 56'00 \$ \$1,31,57 \$ \$1,40,85 9,30 700 \$ \$44,34 \$ \$1,20,61 76,27 \$ \$1,742 \$ \$13,10 \$ \$19,80 \$ \$2,223 \$ \$30,875 ***-1,375 ***-4.26 \$ 31,176 33,938 2,278 \$ 892 49,144 44,118 \$-5,026 \$-10'23 30,795 \$ 33,873 ***Sp.20 ***-1,375 ***-4.26 31,176 33,938 2,782 \$892 49,144 44,118 \$-5,026 \$-10'23 30,795 \$ 33,873 ***Sp.30 ***-1,375 ***-4.26 31,176 33,938 2,782 \$892 49,144 44,118 \$-5,026 \$-10'23 30,795 \$ 33,873 \$ \$1,948'94 165'01 9'25 756'30 1,280'19 523'89 69'27 275'97 285'09 \$ 3,884 5,225 1,868 55'20 10,644 12,873 2,229 20'94 5,073 9,884 4,611 90'89 1,050 1,539 \$ \$3,873 \$ \$3,8	5 2	217	4			
2,823 3,247 424 15'02 3,215 3,917 702 21'84 3,299 3,761 462 14'00 2,925 3,188 563'96 698'91 134'95 23'93 1,783'93 1,948'94 165'01 9'25 756'36 1,286'19 523'89 69'27 275'97 285'09 3,384 5,753 1,868 55'20 10,644 12,873 2,229 20'94 5,973 9,684 4,611 90'89 1,656 1,539 \$ \$893 313 54'91 \$1,583 1,687 74 4'67 413 795 382 92'49 175 158 **59,20 **97,25 33,15 56'00 \$11,31,57 \$1,60,85 9,30 7'07 \$44,34 \$1,20,61 76,27 174'27 \$13,10 \$19,80 13,225 32,225 30,875 \$-1,375 \$-426 31,176 33,938 2,982 49,144 44,118 \$-5,026 -10'23 30,795 33,873 **8,014 12,106 4,092 \$1'05 36,663 41,339 4,696 12'81 11,329 22,338 11,029 97'35 2,262 3,3873 **8,014 12,106 4,092 \$1'05 36,663 41,339 4,696 12'81 11,329 22,338 11,029 97'35 2,262 3,487 **19 119 23 25 2 870 27 28 1 370 12 22 563'96 698'91 134'95 23'93 1,783'93 1,948'94 165'01 9'25 756'36 1,280'19 523'89 69'27 275'97 285'09 3,384 5,252 1,868 55'20 10,644 12,873 2,229 20'94 5,073 9,684 4,611 90'89 1,030 1,039 1,039 ***GOODS VEHICLES.** **GOODS VEHICLES.** **GOODS VEHICLES.** ****GOODS VEHICLES.** *********************************	57 454	4,497	2			
553'96 698'91 134'95 23'93 1,783'93 1,948'94 165'01 972 756'30 1,280'19 523'89 69'27 275'97 285'09 3.384 5,252 1,866 55'20 10,644 12,873 2,229 20'94 5,073 9,684 4,611 90'89 1,050 1,539 ***COACHING VEHICLES.** ***COACHING VEHICLES.** ***COACHING VEHICLES.** ***Total 1,583 1,657 74 4'67 413 795 382 92'49 175 158 ***59,20 ***97.35 33.15 56'00 11,31,57 11,40,88 9.30 7'07 1 44,34 1 1,20,61 76,27 174'27 1 13,10 1 19,80 13,225 32,225 30,875 -1,375 -426 31,176 33,958 2,782 8'92 49,144 44,118 -5,026 -10'23 30,798 33,873 ***Solid 12,106 4,092 51'06 36,663 41,359 4,696 12'81 11,329 22,358 11,029 97'35 2,262 3,487 ***Solid 19,297 7 7 7 7 7 2 2 2 8 7 0 27 28 1 3'70 12 22 ***Solid 19,297 7 7 33'22 7,270 7,102 -168 -223 2,652 5,869 3,217 121'30 665 860 ***Solid 12,106 4,092 51'06 35'20 10,644 12,873 2,229 20'94 5,073 9,684 4,611 90'89 1,050 1,539 ***GOODS VEHICLES.** ***GOODS VEHICLES.** ***GOODS VEHICLES.** ***GOODS VEHICLES.** ***GOODS VEHICLES.** ****GOODS VEHICLES.** ****Solid 10,299 779 35'22 7,270 7,102 -168 -2'31 2,652 5,869 3,217 121'30 665 860 ***Solid 11,299 779 35'22 7,270 7,102 -168 -2'31 2,652 5,869 3,217 121'30 665 860 ***Solid 10,352 9,1311,307 -13'27 14,568 2,666 6,98 41'36 8,170 8,392 222 2'72 8,699 1,050 1,539 ****Solid 10,352 9,1311,307 -13'27 14,568 2,666 6,98 41'36 8,170 8,392 222 2'72 8,699 10,595 53 85 32 60'35 445 605 161 36'18 88 165 77 87'61 14 24	8	20	2			
3.384 5.252 1,866 55'20 10,644 12,873 2,229 20'94 5,073 9,684 4,611 90'89 1,050 1,539 5 570 \$ 883 313 54'91 \$1,968 \$2,392 424 21'34 \$ 693 \$1,345 652 94'08 \$ 283 \$ 372 **COACHING VEHICLES.** 412 625 213 51'70 1,583 1,657 74 4'07 413 795 382 93'49 175 158 **59,20 **93,35 33,15 56'00 \$1,31,57 \$1,40,88 9.30 7'07 \$44,34 \$1,20,61 76,27 174'27 \$13,10 \$19,80 11,286 119,297 6,011 45'24 49,332 56,268 6,916 14'01 20,295 35,074 14,778 72'81 5,389 5,332 32,250 30,875 -1,375 -42'6 31,176 33,958 2,782 8'92 49,144 44,118 -5,026 -10'23 30,798 33,873 89,014 12,106 4,092 51'06 36,663 41,359 4,694 12'81 11,329 22,358 11,029 97'35 2,262 3,487 19 19 23 25 2 870 27 28 1 3'70 12 22 563'96 698'91 134'95 23'93 1,783'93 1,948'94 165'01 9'25 726'30 1,280'19 523'89 69'27 275'97 285'09 3,384 5,252 1,868 55'20 10,644 12,873 2,229 20'94 5,073 9,684 4,611 90'89 1,050 1,559 1,052 1,232 172'3 172'9 105,911 146,773 40,88 9,30 707 \$44,34 \$1,20,61 76,27 174'27 \$13,10 \$1,539 1,050 1,	58 a	263				
\$ 570 \$ 883 313 \$ 5491 \$ 1,968 \$ 2,392 \$ 424 2174 \$ 6693 \$ 1,343 \$ 652 9405 \$ 5 283 \$ 372 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	9	9'12				
#59,20		489	4			
412 625 213 5170 1,583 1,657 74 4'67 413 795 382 92'49 175 138 #59,20 #92,35 33,15 56'00 f1,31,57 f1,40,88 9,30 7'07 f44,34 f1,20,61 76,27 174,27 f13,10 f19,80 13,286 19,297 6,011 43'24 49,352 56,268 6,916 14'01 20,295 35,074 14,778 72'81 5,389 5,332 32,250 30,8751,375426 31,176 33,958 2,782 8'92 49,144 44,1185,026 -10'23 30,798 33,873 #8,014 12,105 4,092 51'05 36,663 41,359 4,69\(^\) 12'81 11,329 22,358 11,029 97'35 2,262 3,487 19 19 23 25 2 8'70 27 28 1 3'70 12 22 563'96 698'91 134'95 23'93 1,783'93 1,948'94 165'01 9'25 756'30 1,280'19 523'89 69'27 275'97 285'09 3,384 5,252 1,868 55'20 10,644 12,873 2,229 20'94 5,073 9,684 4,611 90'89 1,050 1,539 ***GOODS VEHICLES.** **GOODS VEHICLES.** ***GOODS VEHICLES.** ***GOODS VEHICLES.** ***GOODS VEHICLES.** ***GOODS VEHICLES.** ***GOODS VEHICLES.** ****GOODS VEHICLES.** ***GOODS	72	89	3			
#59,20		1	-			
13,286 19,297 6,011 45'24 49,352 56,268 6,916 14'01 20,295 35,074 14,778 72'81 5,389 5,352 32,250 30,875 →1,375 →4'26 31,176 33,958 2,782 8'92 49,144 44,118 →5,026 →10'23 30,798 33,873 8,014 12,105 4,092 51'06 36,663 41,359 4,695 12'81 11,329 22,358 11,029 97'35 2,262 3,487 19 19 23 25 2 8'70 27 28 1 3'70 12 22 563'96 698'91 134'95 23'93 1,783'93 1,948'94 165'01 9'25 756'30 1,280'19 523'89 69'27 275'97 285'09 3,384 5,252 1,868 55'20 10,644 12,873 2,229 20'94 5,073 9,684 4,611 90'89 1,050 1,539 GOODS VEHICLES. 2,211 2,990 779 35'23 7,270 7,102 →168 →2'31 2,652 5,869 3,217 121'30 665 860 859,20 892,35 33,15 56'00 †1,31,57 †1,40,88 9,30 7'07 †44,34 †1,20,61 76,27 174'27 † 13,10 † 19,80 23,277 27,301 4,024 17'29 105,911 146,773 40,862 38'58 21,666 49,254 27,588 127'33 5,772 9,112 10,528 9,131 →1,397 14,568 20,666 6,098 41'86 8,170 8,392 222 2'72 8,679 10,595 53 85 32 60'38 445 665 161 36'18 88 165 77 87'61 14 24	;8 - -	-17	_			
\$2,250	6	670	؛ {			
8,014 12,106 4,092 51'06 36,663 41,359 4,695 12'81 11,329 22,358 11,029 97'35 2,262 3,487 19 19 23 25 2 8'70 27 28 1 3'70 12 22 563'96 698'91 134'95 23'93 1,783'93 1,948'94 165'01 9'25 756'30 1,280'19 523'89 69'27 275'97 285'09 3,384 5,252 1,868 55'20 10,644 12,873 2,229 20'94 5,073 9,684 4,611 90'89 1,050 1,539 . GOODS VEHICLES. 2,211 2,990 779 35'23 7,270 7,102 -168 -2'31 2,652 5,869 3,217 121'30 665 860 859,20 892,35 33,15 56'00 †1,31,57 †1,40,88 9,30 7'07 †44,34 †1,20,61 76,27 174'27 †13,10 † 19,80 23,277 27,301 4,024 17'29 105,911 146,773 40,862 38'58 21,666 49,254 27,588 127'33 5,772 9,112 10,528 9,131 -1,397 -13'27 14,568 20,666 6,098 41'86 8,170 8,392 222 2'72 8,679 10,595 53 85 32 60'38 445 605 161 36'18 88 165 77 87'61 14 24	1	37	-			
19 19 23 25 2 8'70 27 28 1 3'70 12 22 563'96 698'91 134'95 23'93 1,783'93 1,948'94 165'01 9'25 756'30 1,280'19 523'89 69'27 275'97 285'09 3,384 5,252 1,868 55'20 10,644 12,873 2,229 20'94 5,073 9,684 4,611 90'89 1,050 1,539 GOODS VEHICLES. 2,211 2,990 779 35'23 7,270 7,102 -168 -2'31 2,652 5,869 3,217 121'30 665 860 859,20 892,35 33,15 56'00 †1,31,57 †1,40,88 9,30 7'07 †44,34†1,20,61 76,27 174'27 † 13,10 † 19,80 23,277 27,301 4,024 17'29 105,911 146,773 40,862 38'58 21,666 49,254 27,588 127'33 5,772 9,112 10,528 9,131 -1,397 -13'27 14,568 20,666 6,098 41'86 8,170 8,392 222 2'72 8,679 10,595 53 85 32 60'38 445 605 161 36'18 88 165 77 87'61 14 24	3 3,r	3,n75				
563'96 698'91 134'95 23'93 1,783'93 1,948'94 165'01 9'25 756'30 1,280'19 523'89 69'27 275'97 285'09 3,384 5,252 1,868 55'20 10,644 12,873 2,229 20'94 5,073 9,684 4,611 90'89 1,050 1,539 GOODS VEHICLES. 2,211 2,990 779 35'23 7,270 7,102 -168 -2'31 2,652 5,869 3,217 121'30 665 860 859,20 892,35 33,15 56'00 †1,31,57 †1,40,88 9,30 7'07 †44,34 †1,20,61 76,27 174'27 † 13,10 † 19,80 23,277 27,301 4,024 17'29 105,911 146,773 40,862 38'58 21,666 49,254 27,588 127'33 5,772 9,112 10,528 9,131 -1,397 -13'27 14,568 20,666 6,098 41'86 8,170 8,392 222 2'72 8,679 10,595 53 85 32 60'38 445 606 161 36'18 88 165 77 87'61 14 24	37 1,2	1,225	5			
3,384 5,252 1,868 55'20 10,644 12,873 2,229 20'94 5,073 9,684 4,611 90'89 1,050 1,539 GOODS VEHICLES. 2,211 2,990 779 35'23 7,270 7,102 -168 -2'31 2,652 5,869 3,217 121'30 665 860 959,20 92,35 33,15 56'00 †1,31,57 †1,40,88 9,30 7'07 †44,34 † 1,20,61 76,27 174'27 † 13,10 † 19,80 23,277 27,301 4,024 17'29 105,911 146,773 40,862 38'58 21,666 49,254 27,588 127'33 5,772 9,112 10,528 9,131 -1,397 -13'27 14,568 20,666 6,098 41'86 8,170 8,392 222 2'72 8,679 10,595 53 85 32 60'38 445 606 161 36'18 88 165 77 87'61 14 24	:2	10	ŧ			
GOODS VEHICLES. 2,211 2,990 779 35'23 7,270 7,102 -168 -2'31 2,652 5,869 3,217 121'30 665 860 259,20 92,35 33,15 56'00 †1,31,57 †1,40,88 9,30 7'07 †44,34 † 1,20,61 76,27 174'27 † 13,10 † 19,80 23,277 27,301 4,024 17'29 105,911 146,773 40,862 38'58 21,666 49,254 27,588 127'33 5,772 9,112 10,528 9,131 -1,397 -13'27 14,568 20,666 6,098 41'86 8,170 8,392 222 2'72 8,679 10,595 53 85 32 60'38 445 606 161 36'18 88 165 77 87'61 14 24	9 9	9,13				
2,211 2,990 779 35'23 7,270 7,102 -168 -2'31 2,652 5,869 3,217 121'30 665 860 59,20 92,35 33,15 56'00 †1,31,57 †1,40,88 9,30 7'07 †44,34 †1,20,61 76,27 174'27 † 13,10 † 19,80 23,277 27,301 4,024 17'29 105,911 146,773 40,862 38'58 21,666 49,254 27,588 127'33 5,772 9,112 10,528 9,131 -1,397 -13'27 14,568 20,666 6,098 41'86 8,170 8,392 222 2'72 8,679 10,595 53 85 32 60'38 445 600 161 36'18 89 165 77 87'61 14 24	39 4	489	4			
*** \$\begin{array}{cccccccccccccccccccccccccccccccccccc						
23,277 27,301 4,024 17'29 105,911 146,773 40,862 38'58 21,666 49,254 27,588 127'33 5,772 9,112 10,528 9,131 -1,397 -13'27 14,568 20,666 6,098 41'86 8,170 8,392 222 2'72 8,679 10,595 53 85 32 60'38 445 606 161 36'18 89 165 77 87'61 14 24	io 1	195	2			
10,528 9,131 -1,397 -13'27 14,568 20,666 6,098 41'86 8,170 8,392 222 2'72 8,679 10,595 53 85 32 60'38 445 605 161 36'18 88 165 77 87'61 14 24	io C	670	5			
53 85 32 60'38 445 605 161 36'18 88 165 77 87'61 14 24	2 3,3	3,340	5			
53 85 32 60'38 445 605 161 36'18 88 165 77 87'61 14 24	5 1,9	1,916	2			
24 25 4 16.67 61 85 24 31.07 33 28 -5 -15.15 22 28	4	10	7			
	8	6	2			
563·95 698·91 134·95 23·93 1,783·93 1,948·94 165·01 9·25 756·30 1,280·19 523·89 69·27 275·97 285·09 \$570 \$883 313 54·91 \$1,968 \$2,392 424 21·54 \$ 693 \$1,345 652 94·03 \$283 \$372	1	9,15	8			

kept sparate in the accounts. It has not, therefore, been possible to show it separately. in the accounts. It has not, therefore, been possible to show it separately. since taken over by that line. a large part of the traffic was carried in foreign railway wagoos. In the case of some the home vehicles carried traffic on foreign lines with the quantity of which The vehicle mileage figures, represent all the work door by each railway's own vehicles.

Appendix 34. Rolling-stock.

Rolling-stock under different heads on each (Referred to in paragraph 54

	(Neterred to in paragraph 54
N. B.—A reference to Append	dix 2 will furnish the key to the

	GAUGE.								5′ 6″							
Items.	CLASS: No.		1 2	(a)	3	4 (a)	5	6 (a) 7 (a)	to 8 (a) 8 (d) 9 (6	2) 10 (6) & (a) 11 (a b) to (2 (6)	19
•	Particulars,		E. I.	Е. В.	в. с.	B. N.	P. T.	1				D.	3. N.	G. 7.	E. B.	R.
1	Engines		829	118	27	177	24	175	676	біо	142	<u> </u>	_	4 23:	-	\vdash
3	Conching Vehicles. Saloons, Royal and State		4						12					9 ,	2	
3 4 5 6	Saloons, ordinary Reserved carriages Inspection carriages Family carriages			13	4	14		16 	61		14	1 13		6 5	17	"
7 8	First class carriages \(\begin{array}{l} \text{4 wheeled} \\ \text{Bogie} \\ \text{2 composite, first and 4-wheeled} \\ \text{\$\text{\$\text{8}\$ ogie} \\ \text{\$\text{\$\text{Composite,}} \text{first \$\emptyset{4-wheeled} \\ \$\text{\$\texit{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\exitit{\$\text{\$\text{\$\text{\$\text{\$\text{\$\texi{\$\text{\$\text{\$		64	44	8	49 		42 51 3	96 91 24	72 66 12	34			0 54	2	
10	second and third Bogie	-					this line.	₄	10	6	5	,		8	"	"
12	Second class with postal accommodation Intermediate class . {4-wheeted Ambulance Composite, intermediate, and third class	: .	73	24 16	4	28 25	uo	30 36 	98 120	138	22 	37	` ⁸		17	
15 16 17	Intermediate and postal carriages Intermediate third and postal carriages Lower class	: :		- 1	7 2 1	14 3 1 ::.	ing vehicles	31 3	18 		-	3 			38	
19	without brakes. Bogie Ambulance Third class and postal vans	:	39 52 51 48	3	34	50 23 14	: no coaching	93 28	92 198 39	470 23 27	196 22 15	156 78 15	64	511 6 51	236 2 	5.1
31 E	hird class carriages { with brakes. Ambulance Brakevans Brakevans with third class	6	18 6	5	10	 177 32	There are	71 149 155	376 181 464	538	·	30 119		241	7 72	30
25 C	Brakevans fitted with postal compartment Posta ans Composite, postal and other carriages rison vans	· l	22	3				:::	101	7	33			9	 3	•
28 H 29 L 30 P	arriage trucks forse boxes uggage vans roduce Vendors' vans	3 7	39 75 1 11 2;	6 7 3	1 4	16 31		41 46	42 138 61	50 93 90	5 15 25	4 18 26	10 6	 27 56 25	1 5 10 12	38
32 F	lilk vans ish vans tore, ice and stationery vans iscellaneous	:::	1 20	5	8				16			•••			22	***
35	TOTAL COACHING VEHICLES	2,15	-	_ _	_ -	793	_ -	804	2,331	1,738	509	579	182	1,159	583	1,65
36 Co	overed goods wagons, Ordinary		256	1	- 1				412			•••	•••			47
4- S His	wered goods wagons, Ordinary	3,3 ²		1	11 2,:	•	- }	- 1		3,064	750 822	873 1,590	 47 124	 298		3,33.
io Me ii Me	gh-sided wagons, 4 wheeled dium-sided wagons, bogic dium-sided wagons, 4-wheeled wagons, 5 Ordinary ogie.		26		2	49			828 514	50 43	591	921 410	366 352	1,933	1,266	134
3 Lov	w-sided wagons, 4. Ordinary	 3, ⁸ 77	41	4:	2 1			218		,380	116	252 85	-:	80 150	216	311 316
6 Acc	Il or coke wagons tle wagons tident vans tform wagons	3,138 861 7 25				59 30	: ;	1 '	7 ⁶⁶	665			:::	230 130 45	101	902
S Por Tim	oder vans ober trucks ster trucks	39 31 26	1 22		"	6 6	8	8	47 52	18 191	10 4	 6 90	3 28	15 3 9	7 3 2 84	35 79
Ball Trai	last wagons	 29	58 22		2 7	- 1	:0	.			50	480		60 125		
Trav	velling gas holder relling cranes ceilaneous	 31 7	3 3 5 3	2	"	7	1 57	4 17 2	29	8 47	9	13 21 8 4	3 2 2	29 4 6	 2 11	12
GRA	TOTAL GOODS VEHICLES AND TOTAL ROLLING STOCK	15,823		494	4,95	0 80	0 4,4	116 11,	354 7,	879 2,	363 4	16 846	938		6	102
		-,000	3,037	638	5,92	-	-		361 10 		(5,667 3 ED V		187
	Intermediate class Third class TOTAL	61 72	14 15	4 5	35		1 1	11 1	«١.	.	28		 24	4 51	26 j .	
	TOTAL	133	29	9	71	-	-				28	29	24	51		13

railway at close of the Calendar year 1901.
of Report)
code letters used to express railway systems.

	,	ار			3′ 3	ş"									2'	6"		2'0"	
	11 (d)	12	13	14 (a)	15	16	17 (a) & (b)	18	19	20	21	23 (a) to (d)	24	2 (b)	2 (c)	4 (6)	25	30	Ite
H. G. V.	N.	B. D.	D. S.	A. B.	D.	B. & N. W.	R. & K	J. B.	U.C.	B. G. J. P.	S. M.	5. I.	В.	E. B.	С. В.	R. D.	M. R. W.	—— D. H.	
35	4	10	22	53	3	175	31	40	3	37	219	208	20б	10	3	4	8	14	1
7 8 2 6 6 45 3 3 40 7 7 7 7 7		34 1 15 3 1 171	35	8 67	8 {	3 13 4 10 26 28 6 33 24 46 416 6 128 16 128 1795	55 6 48 7 7 3 49 10 21 6 21 5 6 5 6	3 5 6 15 25		8 2 2 7 15 1 2 2 3 13 5 5 126 12 5 6 5 6 5	8 8 10 41 8 41 264 53 3.7 257 22 455 150	3	8 35 110 110 117 5 5 110 110 110 110 110 110 110 110 110	I	1		3 	2 6 3	10 10 10 10 10 10 10 10 10 10 10 10 10 1
3000	3 6 7 7	233 { 1 233 { 1 67 67 12 3 316 3307	133 644	267 347 125 300 50 7 63 33 60 16 4 1,246 1,481	**************************************	3,078 1,708 28 488 53 7 282 282 20 5,859 6,839	536 153 82 5 5 2 76 6 6 6 860 1,049	249 15 5 145 145 15 15 15 15 15 17 17 18 19 19 10	25	153 145 20 566 2 22 74 2 12 1,005 1,305	85 2,941 100 62 170 140 27 479 350 28 133 36 7 88 20 7 20 35 35 35 35 36 35 35 36 35 36 37 37 37 37 37 37 37 37 37 37 37 37 37	63 1,550 267 813 461 35 6 14 23 14 23 6 3,300	495 75 1,735 70 10 60 310 115 103 286 151 10 157 150 27 27 3,809 4,852	555	56	20 25 30	10 10 35	37 156 7	33 33 34 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4
6			-::-	16	" 1	*** ₄₆	9 3		17	10 14 24	62 62	44	 41	:::		:::	₆	"2 2	

Appendix 35. Automatic brakes.

APPENDIX 35.

Rolling-stock fitted with Automatic brakes at close of 1901.
(Referred to in paragraph 57 of Report.)

N.B.—There is no rolling-stock fitted with automatic brakes on the railways not enumerated.

		}	1	1	Locomotiv	es.	Veh	ICLES EVCL	UDING CRA	NES.	
Class: No.	Gauge.	Railway.	Particulars.	Fitted.	Not fitted.	tropor- tion per cent, of fitted to total.	Braked.	Piped.	Not fitted	Propor- tion per cent, of fitted to total.	Class: No.
			At close of 1900	217	554	30.84	1,286	204	14,454	9'34	h
_		East Indian	Added during 1901	25		4.0	55	-4	•••	•••	1
1		Lust man .	Total at close of 1901	275	539	33.78	1,341	200	15,993	8.78]
	1		At close of 1900	61	53	53.21	3 68	60	2,425	15.00	h .
2 (a)		Eastern Bengal	Added during 1901	13			32	15		•••	}2 (n)
2 (15)	ĺĺ		Total at close of 1901	74	44	62.71	400	75	2,439	16,30]
	1	1	At clase of 1900	5	22	18:52		7	608	0.19	<u>,</u>
3		Bengal Central	Added during 1901				•,-	•••			3
ĭ			Total at closelof 1901	5	22	18.2		1	608	0'16	J
J		ſ	At close of 1900	56	100	35°90	405	34	4,260	9'34	h
4 (a)		Bengal-Nagpur . {	Added during 1901	5			95	23			} 4 (a)
,,,,		{	Total at close of 1901	61	116	34'46	500	57	5,175	9.72	IJ
}	1	ſ	At close of 1900	62	110	36.02	464	51	4,661	9'95	1
6 (a)& (b)		Oudh and Rohil-	Added during 190:	4			52	9			>6 (a)& ··
(6)		khand.	Total at close of 1901	66	109	37'71	516	бо	4,626	11.02	J (6)
		r	At close of 1900	480	180	73'73	2,099	215	11,304	16.99	7
7 (a) to	5′ 6″ ≺	North Western	Added during 1901	33			44	-7			7 (a) to (e)
(e)		Į į	Total at close of 1901	513	163	75.89	2,143	208	11,283	17'24	to (e)
1		ŗ	At close of 1900	244	361	40'33	1,284		8,294	13'41	h
8 (a) to		Great Indian Pen-	Added during 1901	20			-16				8 (a) to (c)
(c)		insula.	Total at close of 1901	264	346	43*28	1,268		8,302	13*25	to (c)
1		ſ	At close of 1900	78	64	54.93	135	24	2,597	5'77	h
8 (त)		Indian Midland	Added during 1901			}	17	-2		٠	8 (d) to (g)
to (g)		l	Total at close of 1901	78	64	54'93	152	22	2,689	6.08	to(g)
		ſ	At close of 1900	125	61	67-20	449	89	4,724	10,53	h i
9 (a) 10 (f)		Bombay, Baroda	Added during 1901	6			18	-19			5 (n) to (f)
10(/)		and Central India	Total at close of 1901	131	57	69.68	467	70	4,784	10,10	to (f)
		ſ	At close of 1900		54		30		1,076	2'71	h
10 (n) & (b)		The Nizam's Guar-	Added during 1901				11	4			10 (n) & (b)
(6)	í	anteed State.	Total at close of 1901		54		41	4	1,073	4.03	
1	1	ſ	At close of 1900	60	108	35'71	568	14	3,341	14.83	h
11 (a) to (c)	Í	Madras	Added during 1901	30			118	35		'	} 11 (a)
```	Į	į	Total at close of 1901	90	142	38.70	686	49	4,685	13'56	) to (c)
2 (b) to		Eastern Bengal, in- (	At close of 1900	<u> </u>		·	<del></del>	<b> </b>	<b> </b>	}	
2 (b) to (d)		cluding the Kau- nia-Dharlla, 2'6"	Added during 1901	26	78	25.00	254	49	3,112	8.84	11
1	}	gauge, branch.	Total at close of 1901	23	" _	}	42	-4	•••		2 (b) to (d)
		(	At close of 1900	49	62	44'14	296	45	3,023	10'14	ין
11 (2)	- []	Nilgiri	Added during 1901	4		100,00	28	•••	•••	100,00	1
(/			Total at close of 1901		""					"	}11 (d)
	1		At close of 1900	4		100.00	28	•••		100,00	l)
14 (n)		Assam Bengal '	Added during 1901	44	9	83.02	164		1,158	12,41	$\mathbb{N}$
1	J	20.00	Total at close of 1901	"		***	7	***		"	14 (a)
	3′ 3₹″	C	At close of 1900	44	9	83 02	171		1,243	12.09	ħ
21		Southern Mahratta	Added during 1901	"	**	""			•••		N
	j		Total at close of 1901	03			*18	1	•••		21
1	į į		At close of 1900		216	1.32	*18	91	5,681	0.33	ץ
23	j	South Indian	Added during 1901	25	183	12'02	132	27	4,116	3.43	
- 1		•	Total at close of 1901		***		2	899	•••	•••	23
	İ		At close of 1900	25	189	11.68	134	27	4,116	3.26	12
21	į	Gurma	Added during 1901	52	110	30°41	214	22	4,195	5'33	1)
			Total at close of 1901	43		150.0	70	12			24
				95	111	46*11	284	34	4,301	6.88	<u>ا</u>

Fitted with Westinghouse brake and pipe.

#### Rolling-stock lighted by gas.

(Referred to in paragraph 58 of Report.)

Note.—On railways not enumerated, the rolling-stock is lighted with  $\phi$ il lamps.

Class: No.	Gauge.	Railway.	Particulars.	Number fitted.	Number not fitted.	Proportion per cent. of fitted to total.	Remarks.
1	······································	East Indian	At close of 1900	1,003	\$78	53.33	
	Ì		At close of 1901	1,103	 £87	. ••• 55*43	
·			At close of 1900	371	67	84*70	
2 (2)		Eastern Bengal .	Added during 1901	13	•••		
	ŀ	) , <b>t</b>	At close of 1901	384	46	89*30	
	į	ſ	At close of 1900	*138	411	25*14	5 1 with electricity.
4 (a)	[	Bengal-Nagpur	Added during 1901	86	•••		
	-		At close of 1901	224	395	36.10	
.	ļ	!	At close of 1900	484	270	64*19	
€ (a) & (b)	{	Oudh and Robilkhand	Added during 1901	42	•••		
1	İ	l	At close of 1901	236	86	85.92	
\	\	1	At dose of 1900	456	1,664	21.21	1
7	5' 6" {	North Western	Added during 1901	52			
	5.0.		At close of 1901	508	1,566	24'49	
			At close of 1900	1,011	боо	62.76	
8		Great Indian Peninsula	'Added during 1901	236	•••		
			At close of 1901	1,247	723	63.33	
			At close of 1900	508	26	95"13	
9		Bombay, Baroda and Central India.	Added during 1901	10			
		Centrat radia.	I I Akalara at taat	518	13	97.55	
			At close of 1900				
10 (a) & (b)		The Nizam's Guaran	Added during 1901	113			
		fred State.	At close of 1901	113	2	98.36	
		•	At close of 1900	586	218	72.89	
11		Madras	Added during 1901	24			
			At close of 1901	610	441	58*04	_
		d	At class of 1900	.\		ţ	-
(2) (b) to (d)		Eastern Bengal	Added during 1901	. 273			
	[		At close of 1901	273	140	66.10	
			At close of 1900	. 166		100,00	
14		Assam Bengal	Added during 1901	-18		•••	
			At close of 1901	. 148	15	90*79	
	3' 3#"		At close of 1900	763	125	85*92	
21		Southern Mahratta .	Added during 1901	. 79		•••	
			At close of 1901	842	124	87*16	
			At close of 1900				
10 (c)		Hyderabad-Gódávari	Added during 1901	. 81			
		Valley.	At close of 1901	. 81		100,00	
		Total for railways enu	merated above, at close of 1901	. 6,577	4,437	59*71	2

#### APPENDIX 37.

# Appendix 37. Interlocking and train signalling.

Railways on which points and signals are interlocked and on which block instruments are used for train signalling.

(Referred to in paragraph 60 of Report.

	ASS: lo.				Total num- ber of		ONS AT WHICH POINTS AND NALS ARE INTERLOCKED.	ME	NS AT WHICH BLOCK INSTR NTS ARE USED FOR TRAIN SIGNALLING.
Jain.	Sub.	Railw	ay.	Particulars.	stations on railwa <b>y.</b>	No.	Name of system of interlocking.	No.	Namelof block instrument
		F 1		At close of 1900 Added during 1901 .	*331	*58] 17}	44 "English" system. 24 Saxby and Farmer's.	2 { 13}	13 Pryce and Ferreiar's,
I		E. I	•	At close of 1901	340	75	7 Experimental.	15	2 Tyer's lablet apparatus
				At close of 1900	*191	14)	17 List and Morse's. 8 Mackenzie and Holland's	)	
2		E. B. S.	• •	Added during 1901		31	6 Experimental.	"	•••
		ĺ		At close of 1901	197 #140	*43)		8 ۲	4 Webb and m
		D N		At close of 1900	12	37 }	79 List and Morse's.	į	4 Webb and Thomson's "Electric Staff."
4	•••	B. N	•	Added during 1901	152	8o)	1 Experimental.	\ 3 \ \ \ +11	2 Tyer's lablet. 2 Winter's Tablet.
				At close of 1900 ,	#154	#6 ₂ 7		£ 111	3 Dutton's Tables, 2 Webb's Staff.
6		O. and R.		Added during 1901	i l	}	56 List and Morse's.		
Ü	•••	O, and IV.	• •	At close of 1901	154	62	6 Experimental.	•••	•••
				At close of 1900	*461	*1657	162 List and Morse's.	1	
7		N. W		Added during 1901	21	35 }	21 Tappet.	}	•••
				At close of 1901	482	203	3 Experimental.	j	
	:			At close of 1900	231	24)		C 2437	
8		G. I. P.		Added during 1901		2 }	24 Saxby and l'armer's.	<b>∤</b> }	Procee's single wire semapho
	(c)			At close of 1901	231	26	2 Country made.	243	o marini
				At close of 1900	e ₁₄₂	13]			1
8		I. M		Added during 1901	2	}	11 Wrench's,	•••	•••
	(g)			At close of 1901	144	13	2 Experimental.		
				At close of 1900	*146	21]		[ 75]	
9	(a) to (e) &	B. B. and C.	I	Added during 1901	4	1 }	9 Country made,	{ 1}	75 Preece's block,
	(k) & (l)			At close of 1901	150	22	4 Experimental.	77	2 Sykes's,
				At close of 1900	256	10]	r Country made	j	
9	(f) to	R. M		Added during 1901	-6	-2}	1 Mackenzie and Holland's	}	***
	37			At close of 1901	250	ز₃	2 Dutton S.	J	
				At close of 1900	*99	37		1	
10		N. G. S.	•	Added during 1901		}	36 List and Morse's.	}	•••
I			Ì	At close of 1901	99	37 5	i Daporinchai.	)	
ı				At close of 1991	*159	47		[130]	109 Winter's Block with sta
11		M. ,	• • • • • • • • • • • • • • • • • • • •	Added during 1501	106	1 }	37 List and Morse's.	10}	ing semaphores.
	ı		ļ	At close of 1901	265	<b>ز</b> 8	To Experimental,	140	semaphores. 6 Experimental.
_	1	D C 1 D	į	At close of 1900	64	··· ]		1	
20		B. G. J. P.		Added during 1901	] "	1 }	1 experimental	<b>}</b>	1**
			(	At close 1901	1	IJ	١	J	•
1	ı	S. M	ļ	At close of 1900	*211	, ]	,	[#211]	106 Morse's.
		O. MI. •		Added during 1901		}	******	}	A Theobald's train leave
	ļ		,	At close of 1901	211	••• J		[‡211]	4 Webb and Thomso
3		S. I	. j	At close of 1900	178	6)		21	
-			·)	At close of 1901	1901   144   13   13   144   13   13   144   13   13	Winter's Ticket issuing.			
				At close of 1900	1 1	ł		( 21 J	
4		в	j	Added during 1901	! "	2]		}	
		- •	اً أ	At close of 1901	1 1	- 11	I Saxby and Farmer's. I Dutton's.	}	
I	1		(	crose of 1901	186	2j		j	

Revised figures.

† At Khargpur station 3 different kinds of instruments are used.

At five stations 2 kinds of instruments are in use and therefore included twice under each head.

Accidents and casualties on railways treated as one System during the Calendar years 1900 and 1901.

7

					(Refe	rred t	o in pa	ragra	րի 61	of Rep	ort.)		`					·	
		repor Lo Govern under 83 o	dents ted to cal nments section f the	O:	her		otal ber of		ER OF		NGERS		Numb serv.	ER OF		r	OTAL. CLAS	DF ALL SES.	
	DESCRIPTION.	Rail Act 1890 ser	lian ways IX of i.e., ious lents.	accio	lents.		lents.	Kill	eđ.	Inju	red.	Kill	ed.	Inju	red.	Kill	ed.	Inju	red.
		1920.	1901.	1960.	1901.	1900.	1901.	1920.	1901.	1900.	1901.	1900	1901.	1900.	1901.	1900.	1901.	1900	1901.
¥	Collisions between passenger trains or parts of passenger trains	3	6	4	2	7	8		   	8	5			2				10	5
9	Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	18	31	30	22	48	53		,	9	29	5	2	8	22	5	3	17	51
3	Collisions between goods trains or parts of goods trains.	11	14	75	66	86	80				£,	2		12	6	2		12	7
	. Collisiens between light engines	3	,	19	18	22	19					2		3	5	2		3	5
	Passenger trains or parts of passenger trains leaving the rails	37	67	47	47	84	114			2		2		6		2		8	
	Goods trains or parts of goods trains, engines, etc., leaving the rails	10	4	205	202	215	206			2		2	1	5	6	2	1	7	6
7	Trains or engines travelling in the wrong direction through points	17	10	124	124	141	134			7			1	3	9		1	10	9
S.	Trains running into stations or sidings at too high a speed.	5	1	9	34	14	35				2			2				2	2
9.	Trains running over eattle on the line	14	ō	2,493	2,437	2,507	2,445	₽,	٧,		¢2		1			1	2		2
r	o. Trains running over obstruc- tions on the line	16	11	155	162	171	173	3	†3	†† <i>5</i>	‡7			3	2	3	3	8	9
	Trains running through gates at level-crossings	2		45	49	48	49							2				2	
	The bursting of boilers of engines			7	1	7	3												
	a, (a) The bursting of tubes, etc., of engines	•••	<b></b> ,	237	263	237	263						1	3	1		,	3	1
	springs, etc., of engines  The failure of tyres	6	5	719	701	725	706	•••					1				,		
15		,		22 5	23 4	22 5	23				,							•••	
10	. Ditto of axles	4	17	71	57	75	74			I					,			1	,
17	Ditto of brake apparatus	1	1,	6	7	7	8		•••				•						•••
18	Ditto of couplings	6	3	453	352	459	355	I	•••	116	54		1	3	9	,	1	g	13
19	viaducts, culverts,	,	1			٠													
<b></b>	etc		'		2		2	•••	•••	•••			•••		•••		•••	•••	•••
	. The flooding of portions of	1	3	152	172	153	175	•••	•••	•••	•••	•••	•••	•••	1				1
22	permanent-way	40	29	164	65	201	94	11	•••	49	•••	•••	:		•••	11	*** 1	49	•••
23	Fire in trains	5	7	107	33	112	40							2	•••			2	•:•
	Fire at stations, or involving injury to bridges or viaducts.	2 3	4 3	239 76	215 62	241 79	219 65	•••	1 25		6	•••	3	I	16		4 5	7	22
25	Other accidents	20	23	860	633	\$89	656	2	°5	6	*5	8	 3	29	 5	10	8	35	10
	Total .	233	249	6,325	5,753	6,558	6,002	§18	1116	** 95	¶61	21	14	84	83	39	30	179	144
		-00	77	- JUF	.,,55	- 103-	,,,,,,	3.0	11.0	95	""		-7	7			1		- 17

^{*} Not passengers
† Of these, two were not passengers.
‡ Of these, five were not passengers.
• Of these, one was not a passenger.

Of these, thirteen were not passengers.

To of these, fourteen were not passengers,

To of these, eight were not passengers.

To of these, four were not passengers.

Appendix 39.
Railway Servants and Provident Fund.

Numerical Return of Servants of all races employed on each railway (open lines only) and (Referred to in paragraphs

Galto (c) and (d)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c)   Galto (c						1			NUM	BER OF SE	RVANTS E			l
Nain.   Sub.	(	Class: No.	RAILWAY.			E	ropean		Euras	ian.	Nativ	es.	Total	
Eastern Bengal State	Main.	Sub.	<b>20 Jan</b>			190	b. 190	o1.	1900.	1901.	1900.	1901.	1900.	1901.
1							92 1	,468	872	954	68,440	66,960	70,711	69,382
Bengal Central   12   10   14   15   1,482   1,551   1,508   1,570   1,5610   1,7013					•	1	1	283	338	361	18,089§	19,634	18,700§	20,278
Bengal Central   Bengal Central   Bengal Central   Bengal Central   Bengal Central   Bengal Central   Bengal Magpur   15,610   17,013	2	•••						,,	,,	15	1,452	1,551	1,508	1,576
Calcutt Port Commissioners	3	•••		•	•	ŀ			1	649		16,072	15,610	17,013
Calcata Port Commissioners*	4	•••	-	•	•						6.0	503	634	710
Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State   Cold and Robilkhand State	5			•	•	1			- 1				1	- 1
7	6		Oudh and Rohilkhand State . •	•	•	1 2	o)	230	210	23/	.3,43-	ł		
Ca) to (b)   Great Indian Peninsula   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septimental State   Septim	7		North Western State	•	•	. 7	54	769	<b>6</b> 66		.1	- 1		- 1
(a) to (c) and (b)   Co   Co   Co   Co   Co   Co   Co   C		Į.	Great Indian Peninsula	•	••		- 1	862		886	i	47,756	. 1	49,504
(e) to (f)   Rajputana-Malwa   409   445   577   537   27,659   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059   27,059	9	(a) to (e) and	Bombay, Baroda and Central India	•	•			218	216	230		12,854		13,302
Nizam's Guaranteed State		i e	Rajputana-Maiwa - • •	•		. 4	09	445	5°7	537	22,563	24,039	23,499	25,021
Madras   173   215   3,071   1,351   13,861   19,030   15,045   21,525   21,525   13   13   13   13   13   13   13   1			Norante Guaranteed State				85	73	350	354	7,748	8,365	E,184	8,793
12			i	•		. ,	73	215	1,071	1,351	13,801	19,930	15,045	21,525
12	11	•••									(10	752	627	760
13	12	•••	- T	•	•	1		i			- 1		1	935
14     Deoghur	13	•••	Dibru-Sadıya	•	•	Ί	"		•••					
Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deoghar   Deog	14		Assam-Bengal		٠	1	46	56	-				1	
Bengal and Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Nothin Not	15		Deoghur	•	•	1 .	"	•••	15	1	509	515	31	22
Rohilkund and Kumaon	16		Bengal and North-Western			.] ,	36	133	176	174	13,445	14,284	13,760	14,591
18			Rohilkund and Kumaon		•	-	25	26	15	18	3,197	3,4\$1	3,237	3,525
18			Indhaus Bilianer				7	.,	3	3	2,323	2,935	=,333	2,952
Bhávnagar-Gondal-Junágad-Porbandar   18   19   34   25   2,538   2,530   2,590   2,575			<b>]</b> "	•	•	.]	- 1	i		1			3So	389
Southern Mahratta   193   176   388   395   13,452   13,179   14,063   13,75	19												2 500	0 57/
South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   South Indian   Sout	20		1	dar	•	1	1	-		i .	Ì	l		
23 South Indian	21		Southern Mahratta	•	•	1	193	175	355	395	13,452	13,179	14,005	
Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surma   Surm	23		South Indian	•	•		çõ	96	604	Coa	11,605	11,834	1	12,534
25 Mori	24		Burma	•	•		<b>4</b> 8§	бо	549	580	11,3355	11,404	11,935§	12,044
26        Bársi        1       1       2       2       182       186       185       18         27        Tárakeshwar- Magra        1         1       202       199       203       20         28        Ránaghat-Krishnagar        1       1       1       1       136       115       13S       11         29        Tezpur-Bálipárá        2       2       1       2       180       178       183       11         30        Darjeeli ng-Himalayan        21       20       10       10       815       802       846       85         31        Howrah-Amta         3       3       1       1       432       386       436       3         32        Howrah-Sheakhala         1       1         203       190       204       1         33        Jorhát         2       2         1895       153       1915	25		Morvi		•		2	1	,	1	592	579	593	581
27 Tárakeshwar- Magra		1	1					1	2	2	182	186	185	189
27 larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hingta larakesnwar-hin			m. 1 1 V			1				1.	202	100	203	201
29 Tezpur-Bálipárá		1	_	•	•	1	- 1		ł	<b>\</b>	<b>\</b>			117
29   Tezpur-Banpara	28	***	Ranagnat-Mishnaga.	•	•	1		-						
30 Darjeening-Inmalayan	29	***		•	•	·1	2		}	Į į	l		1	18:
31 Howralt-Sheakhala	30		Darjeeli ng-Himalayan	•	•	-1	21	20	10	10	815	803	1	63
32 Jorhát	31		Howrah-Amta				3	3	,	,	432	386	436	39
Jorhát		}	Howrah-Sheakhala				ı İ	1			203	190	204	′ 19
	33		Jorhát				2	2			189	5 153	191	18
TOTAL . 5,229 5,489 7,361 5,182 337,383 356,766 349,976 379,4				m-		-	-	5,489	7,36	1 E,18:	337,38	356,76	6 349,976	370,43

The number under "Voluntary" represents subscribers over 5 per cent,

† Appro
† Information
§ Revised|| Excludes bonuses for the-

the amounts deposited by them in the Provident Fund at the close of the Calendar year 1901. 64 and 67 of Report.)

	Амои	NTS DEPOSITED	IN PROVIDENT F	UND.				
Number of	depositors.	Ac	nount at their cree	dit on 31st December in rupees.	er	Railway.	Çı	ass : No,
Voluntary.	Compulsory.	Voluntary.	Computsory.	Bonus given by railway.	Total to depositors' credit.		Main.	Sub.
*† 6,076	#† 8,642	‡	‡	Į.	† 1,10,41,148	East Indian	1	
110	4,066	18,567	8,81,591	7,78,408	16,78,666	Eastern Bengal State	2	
•••	320	•••	55,471	17,90.4	73-375	Bengal Central	3	
132	2,502	21,285	4,95,047	3,15,047	£,31,379]]	Bengal-Nágpur	4	
						Calcutta Port Commissioners'.	_	
 S6	2,000	24,234	5,55,9° <del>7</del>	4,43,051	10,23,192	Oudh and Rohilkhand State	5	•••
00			212339-7	4143,031	. 0,23,.92			***
294	6,367	73,384	23,25,961	20,51,595	44,50,940	North Western State	7	
66	G,504	19,551	64,16,345	•••	64,35,896	Great Indian Peninsula	8	(a) to (h
	2,467	•••	14,93,468	10,98,740	25,92,203	Bombay, Baroda and Central India	9	(a) to (e) (k) and (
236	3,448	53,360	12,20,813	11,12,910	23,87,092	Rajputana-Malwa	9	(e) to (
	1,106	1	3,03,536	2,38,700	5,42,236	Nizam's Guaranteed State .	10	
64	4,844	83,225	10,29,296	7,75,192	18,87,713	Madras	11	
	87	٠ ,,,	7,858	5,027	12,915	Bengal Dooars	12	
			•••	•••	•••	Dibru-Sadiya	13	
	791		<b>6</b> 5,185	40,438	1,05,623†	Assam-Bengal	1.4	
•••			•••		***	Deoghur	15	
						Daniel and North Western		
3	1,846	1,001	4,73,379	4,29,714 88,268	9,04,094 1,93,812	Bengal and North-Western .  Rohilkund and Kumaon	16	***
2	394	175	•,03,300	00,200	1,93,012		''	•••
27	299	3,852	32,311	27,876	64,039	Jodhpur-Bikaner	18	•••
	37		2,741	1,466	4,207	Udaipur-Chitor	19	***
145	470	37,584	1,73,301	1,22,917	3,33,502	Bhávnagar-Gondal-Junágad- Porbandar.	20	•••
	3,086	•••	7,70,823	3,45,311	11,16,134	Southern Mahratta	21	
10	72,113	2,981	6,55,852	3,97,284	10,58,117	South Indian	23	<b></b>
	2,158		5,04,188	3,86,015	8,90,203	Burma	24	***
l		İ			***	Morvi	25	
***			***		•••	Bársi	26	
		,				Tárakeshwar-Magra		}
•••	•••	•••	***	161	• 586	Ranaghat Krishnagar	27 28	
•••	23	•••	425	101	200			"
	•••		•••		•••	Tezpur-Bálipára	29	
•••	142		1,01,063	57,545	<b>3,58,608</b> †	Darjeeling-Himalayan	30	
	105	·	2,574	960	3,534	Howrah-Amta :	31	***
	23		1,003	220	1,223	Howrah-Sheakhala	32	•••
4	22	5 ⁵ 7	6,014	3,195	9,796	Jorhat	33	•••
7,255	53,872	3,39,896	1,76,80,550	87,39,944	3,78,01,538	Total .		

and that under "Compulsory" subscribers of 5 per cent. only. ximate. not furnished. figures. ==cond-half of the year.

### APPENDIX 40.

Appendix 40.

Volunteers.

Number of men enrolled in Railway Volunteer Corps on the 31st December 1901.

(Referred to in paragraph 65 of Report.)

	. • •	(Ref	erred to it	paragrap	h 65 of R	eport.)				
				ENROLL	ed stri	ENGTH.				
C1	'Costion	,		Efficients.				Total number of European	Sergeant Instruc-	
Cla:	ss fication lumber	Corps.	Officers	Non-Com- missioned officers.	Volun-	Non• cfficients	Total number of volun- teers in corps.	and Eurasian employées on railway.	tors fur- nished by	Remarks.
Main.	Sub.									
1		East Indian	67	175	1,755	23	2,070	2,422	. 17	
2	414	Eastern Bongal State	9	73	521	9	612	644	4	
4		Bengal-Nágpur	31	133	815		*979	941	8	* Includes 38 cm- ployecs other than European and
6	***	Oudh and Rohilkhard State— Oudh Volunteer Rifles	12	48	377	21	† 458	463	8	Eurasion, †Includes 1 Parsee.
9	***	North Western State—  Third Punjab (North Western State railway) Volunteer Rifles	55	119	995	13	1,182	1,402	12	
8	(a) to (c)	Great Indian Peninsula	29	144	758	9	937	11	10	
\$	(d) to (li)	Indian Midland—  Midland Railway Volunteer Rifles.	18	46	379	53	\$496	1,748	3	Includes 68 Par- sees.
9	(a) to (c) and (k) and (l).	Bombay, Baroda and Central India—								
		First Battalion, Bombov, Baroda and Central India Railway Volunteer Rifles	22	96	497	51	§660	448	5	§ Includes 218 Goa- nese and 25
ا و	(f) to (j)	Rajputana-Malwa-					_			Jens.
		Second Battalion, Bombay, Baroda and Central India Railway Volun- teer Rifles	35	101	694		830	98:	10	
10	***	Nizam's Guaranteed State-								
		Hyderabad Volunteer Rifles	7	28	149	5	23	427	·   -	
11	•••	Madras[	33	135	730	3:	31	3 1,596	5 9	Fxcludes the staff of the late East Coast State rail
14	(a)	Assam-Bengal	10	16	119	' "	14	16.	1	
16	•••	Bengal and North-Western— Gorakhpur Volunteer Rifles	23	42	25		<b>1</b> 31	307	,	T Includes 12 employees on cons
17	***	Rohilkund and Kumaon	1	2	15		11	3 4.		fruction works not included with European and Eurasian em-
19	***	Udaipur-Chitor First Battalion, Bombay, Baroda and	,							ployés.
20	*1*	Central India Railway Volunteer Rifles, F. Company Bhavnagar-Gondal-Junagad-Porban-		1	•••			i. 2	•	
		dar  First Battalion, Bembay, Barada and  Central Ind.a Radway Volunteer								
21		Rifles, F. Company	22	90	533	1 ~	3: ***64		1	
23		South Indian	8	61	486	Į	1	1	1	Goancse.
24		Burma	14	20	529	1 1		} `	1	H Includes 56 Bur-
£5	•••	Morvi— First Battalien, Bornbay, Baroda and								mese and Karens
		Central India Railway Volunteer Rifles, F. Company				2	, :	2		,
30	•••	Darjeeling-Himalayan—  Northern Bengal Mounted Rifles, "A" and "B" Troops.		1	6		7	30		

Strength and cost of the Police force on each Railway (open lines), and the amount of compensation payments due to thefts for the Calendar year 1901.

(Referred to in paragraph 66 of Report.)

Class	s: No.				PORTION EO	OF THE TO	OTAL ANNU. E RAILWAY	L COST		Compen-	<del></del>
Main.	Sub,	Railway.	Suhordi- nate officers.	Constables and meo.	Supervi-	Constables and men.	Contin- gencies.	Total cost of force to the railway.	force to the railway per mile open.	sation payments due to thefts or losses.	Remares.
			Average No.	Average No.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1		East Indian	57	1,532	50,148	1,20,\$2\$	30,526	2,01,502	95,80	92,113	
2		Eastern Bengal State	6о	687	1,560	40,496*	133	42,189	42*16	6,138	Includes supervi- sion charges on the Cooch Behar
3		Bengal Central	3	24	3,636	5,233	433	9,302	74.41		railway, as the cost cannot be separated bet-
4		Bengal-Nágpur	7	431	12,953	32,236	3,050	48,259	29,60	288	separated bet- ween "Supervi- sion" and "Con- stables and meo."
· б		Oudh and Rohilkhand State .	3	494	2,592	32,373	2,106	37,471	33.02	13,136	
. 1		North Western State	•••	1,598	•••	1,45,833	1,153	1,47,041	30*34	1,567	
8		Great Indian Peninsula	22	<b>76</b> 9	53,755	1,23,5°2	16,953	1,94,290	69.32	55,595	,
9	(a) to (e) & (k) & (l).	Bombay, Baroda and Central India.	63	491	20,873	53,211	7,697	\$1,781	102'32	43,:16	
9	(ƒ) to (ƒ).	Rajputana-Malwa	137	694	35 <b>,</b> 365	\$5,996	12,5\$2	1,33,943	68.43	76,010	
10	•••	Nizam's Guaranteed State	3	347	8,137	20,176	1,155	29,76S	<b>40°0</b> 6		
11	,,,,	Madras	11	315	14,134	45,590	7,458	67,212	48.51	7,002	
12		Bengal-Dooars		8		1,009	31	1,040	28'57	•••	
24		Assam-Bengal	3	166	2,593	12,514	1,165	16,273	25'05	565	
- 16		Beogal and North-Western .	5	478	6,243	37,492	6,702	50,437	32,20	5 8,372	
17	(a) & (b).	Rohilkund and Kumaon	11	130	2,079	10,034	1,443	13,550	47°5	735	
18		Jodhpur-Bikaner	1	39	1,298	2,971	333	4,59	6.3	5	
20		Bhávnagar-Gondal-Juoágad-Por- bandar,	25	195	16,827	7 12,430	6,390	35,65	78.3	3 2,192	
21		Southern Mahratta	13	653	21,06	2 29,542	\$,064	1,08,46	cs.o	3,56	7
23	(a) & (b)	South Indian		207	•••		•••	150,59	3 45'5	\$ 1,030	Government su-
34		Burma	. S4	389	11,50	4 65,510	5 10,71	91,03	5 77'3	0 4,53	Rs. 37,572.
25		Morvi	.   a	12	77	2 1,23	2 50	2,60	0 27.2	5 . 15	7
_ 26		Bársī . : : .		4		74	1 2	76	2 35:	، او	4

Appendix 42. Fine Funds.

## Transactions of the Fine Funds for the calendar year 1901.

(Referred to in paragraph 68 of Report.)

Main.	Sub.	Railway.		1									
	l		Balance on 31st December 1900.	Fines and bonus forfoited during	Interest on balance.	Total.	Hospitals for sick employèes.	Compassionate allowances,	Schools.	Recreation clubs,	Miscellaneous.	Total.	Balance in hand on 31st December 1901.
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs,	Rs.	Rs.	Rs.	Rs.
1		East Indian	51,136	14,468	1,788	67,392	400	369	3,098	70	1,002	4,939	62,453
. 2	•••	Eastern Bengal	2,226	9,537	107	11,870	•••	50	2,267	2,495	2,451	. 7,263	4,607
3	***	Bengal Central	4,464	453	144	5,061		216	•••	•••	303	519	4,542
4	(a) & (b	Bengal-Nágpur	8,999	10,952	92	20,043		•••	237	5,180	3,566	8,983	060و11
6	***	Oudh and Rohilkhand.	40,946	6,315	1,247	48,508	•••	•••	3,349	7,034	8,315	18,698	29,810
7	•••	North Western	3,219	15,791	85	19,095	100	277	10,837	2,097	14,526	17,837	1,258
8	•••	Great Indian Peninsula	10,248	13,743	415	24,406		4,360	1,908	1,456	1,160	8,884	15,522
9 (8	a) to (e) & (l) & (l).		1,503	8,219	402	10,124	368	1,357	835	150	1,652	4,362	. 5,762
10	•••	Nizam's Guaranteed State	3,046	1,374	125	4,545	390	110	945		179	1,624	2,921
11		Madras	93,538	7,748	2,952	1,04,288	35	400	100	108	2,708	3,351	1,00,937
12		Bengal Dooars	688	421	20	1,129		•••		25		25	1,104
14		Assam-Bengal	5,387	2,757	•••	8,144		50	800	183	614	1,647	6,497
16		Bengal and North Western.	21,105	16,400	662	38,167		500		1,441	974	2,915	35,252
17 (a	(6) 23 (1	Rohilkund and Kumaon	320	1,044	170	1,534				]			1,534
9 (	f) to	Rajputana-Malwa .	53,849	11,660	1,685	67,194	100	450	2,814	220	6,106	9,690	57,504
18		Jodhpur-Bikaner .		405		405		•••					405
19	- 1	Udaipur-Chitor	256	96		352							352 -
20	**	Bhávnagar-Gondal- Junágad-Porbandar.	4,473	1,182	137	5,792			235	180	1	416	5,376
21		Southern Mahratta	377	6,239		6,616		100	1,080	1,540	3,690	6,410	20б
23		South Indian	1,73,330	10,629		1,83,959		:10		*18,902	1,380	20,392	1,63,567
24		Burma	11,107	12,021		23,128			2,546	14,072	3,412	20,030	3,098
25		Morvi	953	124		1,079		140		•••		140	939
27	7	l'árakeshwar-Magra .	46	56		102	92				}	92	10
30		Oarjeeling-Himalayan	116	141		257				100	2	102	155
33	]	Jorkát	62	71	I	134	•		]		·		134

#### Railway and Railway aided Schools at the close of the Calendar year 1901.

(Referred to in paragraph 69 of Report.)

N.B.-A reference to appendix 2 will furnish the key to the code letters used to express railway systems.

					<del> </del>		RAILWA	АУ БСН	ools.	<del></del>			LO	CAL AN	D DISTRIC	CT
CLA	ss: No.		-		Аття	NDANCE	•	Ann	TUAL CO	TRIBUT	ons.			Avera	GE DAILY	
	1	Railway.	Schools.	Chil	dren.		tices and kmen.	Ву		p.,		Annual expen- diture.	Number of Schools.			Annual Railway
Main.	Sub.		Number of	Num- ber on the rolls.	Aver- age daily attend- dance.	Number on the rolls.	Average daily atten- dance.	Govern- ment.	By Railway,	By School fees.	Total.	Citarer	Schools.	Children	Appren- tices and workmen.	grant.
								Rs.	Rs.	Rs.	Rs.	Rs.				
1		E. I { European . Native .	₩ ₂₀	1,081	914	54 1,554	41 960	13,783 3,945	†44,754 ‡9,095	77,535 20,154	1,36,072 33,194	1,50,619 31,781	•••	,	***	
2		E.B. European . S. Native .		 47	 40	 232	 97	•••	 1,036	•••	1,036	1,036	3 10	84 464	6 8	3,028 1,294
4		B N. European .	5	126	108		•••	985 266	3,250 919	2,082 976	6,317	6,324 1,940	2	68		боо
6		O. European . and R. Native .	2	27	23			345	1,193	649	2,187 309	1,538	 16	69		4,498
7	•••	N W. European .	2 22	47	33 8 ₅	23	15	1,663	1,740	718 197	4,121 6,029	4,135	 17	 246 74		14,690
8	(a) to (e).	G.1. European . P. Native .	6	261	210	***	***	3,005	11,074	2,537	16,616	16,616	11	§ §	§ §	5,395 240
s	(/) to	I. M {European . Native .	2	54	21	•••		•••	 2,273	509	2,782	2,782				 755
9	(a) to (e) and	B., B. & C. I. European.	4	92	71	23	17	1,980	4,9 ⁸ 7	1,714	8,681	E,016	19	53		3,967
9	(k). and $(l)$ . $(f)$ to $(f)$ .	R. M. European . Native .	11	457 	256 	135 	119	2,374 ***	17,797 	16,970 	37,141	35,923 	1 5	39 299	,,,	180 2,103
11	•••	M. European	8	333	295	•••	•••	3,321	12,446	3,212	18,979	19,922	3	5		490
13		B. & N.W., Euro-	2	151 41	78 28			 821	300 1,680	540 518	3,019	3,058	"" 2	32	29	324
20		B. G. European . J. P. Native	1	6	5	•••		86	995	159	1,241	1,091				
		(European .	15	40 245	36 181	177	 6g	 786	365 5,812	87 1,688	452 8,286	502 8,150	"		"	
21	•••	S. M. Native	1	14	11		40		180	31	211	196		•••	]	
23		S. I. $\begin{cases} European & \cdot \\ Native & \cdot \end{cases}$	4	138 33	119 39	***	 	317 27	3,975 247	675 141	4,967 415	4,210 303			•••	
24		B. {European . Native .	3	61 125	56 117	9 30	8 27	1,018 879	755 1,267	1,285 890	3,058 3,035	2,755 2,968	32 	133	•••	2,093
10		N. G S European	2	55	41		-, 		1,387	268	1,655	1,332	·			
		S. (Native	1	38	28	16	8	•••	778	36	814	786	6	298	***	840

^{*} Including the joint railway schools at Aligarh, Moghal Sarai, Gháziabad, Delhi and Umballa.

[†] Including Rs. 336 and Rs. 86 received from the North Western State railway for the joint railway schools at Gháziabad and Umballa. Rs. 300 and Rs. 210 received from the Oudh and Rohilkhand State railway for the joint railway schools at Aligarh and Moghal Sarai and Rs. 90 received from the Rajputana-Malwa railway for the joint railway school at Dehli.

¹ Includes Rs. 62 received from the Oudh and Rohilkhand State railway for the joint railway school at Moghal Sarai.

[§] Information not furnished.

^{||} Approximate.

Appendix 44. Earnings under different heads.

Gross earnings under different heads of each

Particulars   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Text half   Te	as of each									
Coaching traffic   Earnings   Rs.   1,55,57,505   1,27,65,55   1,27,507   1,5,57,50   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,505   1,5,57,5			<u>''</u>	5′ 6		ļ		JGE.	GA	
Particulars.   1st half.   2nd half.   1st half.   2nd half.   1st half.   2nd half.   1st half.   2nd half.   1st half.   2nd half.   1st half.   2nd half.   1st half.   2nd half.   1st half.   2nd half.   1st half.   2nd half.   1st half.   2nd half.   1st half.   2nd half.   1st half.   2nd half.   1st half.   2nd half.   1st half.   2nd half.   1st half.   2nd half.   1st half.   2nd half.   1st half.   2nd half.   1st half.   2nd half.   1st half.   2nd half.   1st half.   2nd half.   1st half.   2nd half.   1st half.   2nd half.   1st half.   2nd half.   1st half.   2nd half.   1st half.   2nd half.   1st half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2nd half.   2	3 -	3	2		1			: No.	CLASS	
COACHING.    Section   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching   Coaching	Central.	Bengal (	gal State.	Eastern Be	ndian.	East I		lway.	Rai	
Second lickets of all classes	2nd half.	ıst half.	2nd half.	1st half.	and half.	ıst half.		culars.	Parti	
1st class										
Serings   Re								HING.	COAC	
Carrings	998	864	1						ıst class	1
Earnings	3,366	1					Ks.			2
Same of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control	12,033	ľ		i			De	i	2nd class	3
Earnings   Rt	1							Į.		
Number   10,399,788   10,327,671   5,572,700   5,324,253   8,23,117	1	19,246	2,51,353				Rs.	ľ	3rd or intermediate class	
Ramings	7,87,373	8,23,117	5,324,253							
Number	3,05,697	3,15,710	21,01,158	22,58,110	85,83,806		Rs.		4th or lowest class }	
Season tickets of all classes   Earnings	95,800	96,380	5,15,824	4,77,975	7,64,182			_	,	
Total passengers   Searnings   Rs   Earnings   Rs   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   System   Sys	8,492	9,020	64,248	64,5€0	78,261	76,766	Rs.		Season tickets of all classes {	
Parcels	9,25,936	9,59,537	6,404,580	6,613,589	12,000,330	11,874,820		Number .	(	
Lugrage	3,55,476	3,57,014	26,05,912	27,51,091	1,02,57,8,6	94,32,691	Rs.	Earnings .	Total passengers · · · {	72
Other coaching traffic   Earnings   Rs.   S.   S.   S.   S.   S.   S.   S.	14,375	11,600	1,76,576	2,12,658	5,59,690	5,38,724	Rs	Earnings .	Parcels	13
Total coaching traffic    Earnings	11,819	13,574	98,439	72,438	3,83,312	3,23,181	Rs.	Earnings .	Luggage	14
GOODS.  Tons	3,132	3,972	57,373	57,990	8,05,860	5,23,749	, Rs.	Earnings .	Other coaching traffic	15
Tons	3,84,802	3,86,160	29,39,300	30,94,207	1,20,06,698	1,08,18,345	Rs.	Earnings .	Total coaching traffic .	15
Control   General merchandise   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings   Carnings								DS.	GOO	
Barnings	93,795	31,169	866,743	621,336	1,600,234	<b>3,056,05</b> 6		Tons	ſ	17
Average rate per ton per mile,	3,18,640	97,551	57,28,929	32,62,97	1,27,63,552		Rs.	Earnings .	Cararal marchandira	1
Tons		0.55	10:70		- 00	-*0-	per ton per		General merchanoise	19
Military stores   Earnings   Rs   97,061   2,15,764   938   507   1,170	1	<b>§</b>				_	, , pies	·	()	
Average rate per ton per mile,	1	}		_	_		Rs			- 1
Coal for the public and for foreign railways							per ton per	Average rate	Military stores	- [
Coal for the public and for foreign railways		· -			•	_	pics	·		21
foreign railways							. Rs.		Coal for the public and for	
Tons	1,177	.0,423		.,50,025	9-99-97-05	-7,50,51.0		_	foreign railways	
Revenue stores including coal and materials for countruction    Earnings		4*25		, i		1	• • pies	•	Ų	
and materials for construction  Average rate per ton per mile,		11,448							Panama ata a 1 a 1 a 1	Į
Tons e	4,682	-1,308		2,41,427	10,23,522	9,04,524	per ton per	Average rate		
30 Total goods	2.42	<del></del>					pies	mile,	Ų	_
Average rate per ton per mile,	-	58,319							Talahanada	
SUNDRIES.  32 Electrict telegraph Earnings	3,40,026	111,708	01,24,458	36,99,590	2,34,34,821	2,56,58,426			Total goods	
32 Electrict telegraph Earnings Rs. 47,044 41,057 16,779 16,141 992 33 Steam boat Earnings Rs. 92,348 1,11,604 2,75,992 3,44,209	7*34	6.38	9'43	<b>7</b> *59	4*25	4.21	per ton per pies		q	
13 Steam boat Earnings Rs. 97,348 1,11,604 2,75,992 3,44,209								RIES.	SUND	
33 Steam boat Earnings Rs. 97,348 1,11,Co4 2,75,992 3,44,209	827	992	16,141	16,779	41,057	47,044	Rs.	Earnings .	Electrict telegraph	32
24   5 - 14 -			3,44,209		-		· Rs.	Earnings .	Steam boat	33
14044 CASE 1 VOICE OF CONTENTS	1	1,48,478	2,77,290	3,03,674	3,82,903	4,24,508	Rs.	Earnings .	Sundries	14
TOTAL.								AL.	TOT	
35 Grand total Earnings	7,57,910	6,47,338	97,01,398	73,90,242	3,59,77,083	3,70,70,671	Rs.		Grand total Earnings .	35
56 Potal washing Research		3,61,709							Total working Expenses.	35
Not Forming	-	2,85,629					Rs.		Net Earnings	37

^{*} Including revenue stores but excluding live stock, † Including all other items not detailed above.

DIX 44. railway (by systems) during each half-year of 1901.

Appendix 44. Earnings under different heads.

4			5	6		7	1.		9			
				0 0 17			,			ninsula syste		٠.
Bengal-1 (a) &	Vágpur. (b).	Calcutta I	ort Com-	Oudh and F Sta		North Wests (a) to		G. 1. (a) to		Indian M (d) to	dland	Seri No
ıst half.	2nd half.	ıst half.	2nd half.	ıst half.	2nd half.	ıst half.	2nd half.	1st half.	2nd half.	ıst half.	2nd half.	
5,312	6,152	***		14,035	14,870	27,212	26,040	33,635	36,053		5,840	,
58,882	62,163	•••		73,495	81,156	1,95,561	1,88,519	2,39,145	2,82,951	63,074	63,141	
19,309	19,407	***		49,161	56,064	89,090	97,816	198,270	190,505	21,290	22,175	
79,657	95,019	••		1,14,494	1,28,470	2,56,417	2,64,666	4,29,170	4,41,477	94,718	96,273	
89,445	75,645	•••		238,944	268,796	657,557	662,065	296,871	256,478	166,885	145,442	
96,968	89,528	•••		1,72,°35	1,89,282	5,69,417	5,94,719	4,47,174	4,30,948	2,00,602	2,04,077	
3,007,235	2,794,446			3,939,807	4,182,789	8,775,021	9,854,202	7,142,399	6,677,243	1,085,960	1,074,071	
24,64,846	24,43,402	·		21,21,486	22,68,166	52,13,857	57,20,800	29,73,447	27,13,745	9,39,983	8,42,094	
35,140	55,060			•••	•••			2,686,300	2,591,680	600	•••	1
2,779	4,724				•••			96,951	87,143	250		
3,156,441	2,950,710			4,241,947	4,522,519	9,548,880	10,640,123	10,357,475	9,751,959	1,281,085	1,247,528	
27,03,132	26,94,836	— <u>:-</u> -		24,82,310	26,67,074	62,35,252	67,68,704	41,85,887	39,56,264	12,98,6.7	12,05,585	
1,05,836	95,878			1,00,248	1,10,022	3,00,284	5,62,295	5,39,674	5,25,523	96,130	84,857	
71,000	82,154			74,826	80,833	2,17,694	2,01,980	2,28,734	1,98,398	66,157	57,789	
		•••		93,571	1,25,766	2,48,913	3,09,129	2,10,819	2,46,026	90,914	79,627	
56,791	71,239			27,50,955	29,83,695	70,02,143	78,42,108	51,65,114	49,26,211	15,51,828	14,27,858	٠ŀ
29,36,859	29,44,107		<del></del>	-7,5-,955	-9,-3,-93		<del></del>	3,7-3,7-4			14,7,7,00	1
									,			
5	206 722			741,965	545,326	1,777,522	1,608,516	1,527,179	989,436	483,113	299,607	
493,819	386,722	***	"	33,48,188	26,10,619	1,36,75,344		1,85,36,609	1,09,55,446	39,34,713	23,54,440	1
30,68,152	19,67 765	•••	'''	33,40,100	20,10,019	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	.,0,,,,,,,,,,		3,134,7-5	-3,34,440	ļ
7'14	6.82			5*79	5'74	5'44	5'12	7'96	7'39	6 <b>·o</b> 9	6'91	1
154	222			1,226	1,783	11,020	16,936	3,943	4,452	316	576	1
2,262	1,693	•••	•••	14,740	20,555	2,36,053	4,32,277	95,394	94,433	5,046	9,103	1
amin .	10'71			£6.68	18.00	15'47	16.06	20'23	19.26	20°24	14'74	
17'94	10'24	•••	•••	18,189	15,377	18,933	15,742	84,275	62,012	5,467	7,568	•
437,423	367,610	•		65,387	58,079	66,477	55,944	2,24,844	1,31,695	23,658	37,497	1
4,31,635	4,37,908			03,307	30,079	, ,,,,,	33,544	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			077,57	1
3*59	3'71			3.43	3'75	4.53	3,20	3*43	3'77	3,05	2'87	
198,027	325,294			264,972	309,131	1,061,366	1,037,139	°260,974	251,905	247,333	264,506	i
2,96,637	3,24,426		***	2,32,963	2,30,814	8,66,606	8,97,921	3,86,734	3,29,597	2,39,906	2,55,138	
	-10-			:2'56	2.66	2*42	2 45	3,00	2'00	2.70	2'56	
2,53	2.85	<del></del> -	\ <u>'''</u>	1,026,352	821,617	2,868,841	2,678,633	1,876,371	1,307,S05	736,229	572,259	-1
1,129,423	1,079,848	1,80,343	1,88,100	36,81,527	29,45,699	-		1,94,84,861	1,18,43,593		26,76,093	-
38,24,849	27,54,559	1,00,343	1,55,100	30,01,327	2917,51099	-55-5-55	7(1)3 33 0					-
5'62	5'30			5 35	2,38	5'17	4*96	7'53	7'02	5.64	1 5.89	-
						-				1		
				_					30,688	11,876	₩ S,801	
15,910	11,909			17,612	15,231	60,381	52,191	37,157				1
•••					•••	7,786	2,593	1 66 881	1,60,904	80.344	62,530	,
2,87,043	3,02,533	90,426	81,984	5,95,129	4,77,590	4,76,023	3,82,880	1,66,881	1,00,004	80,344		-
	}											
an E . EE-	60,13,108	2,70,769	2,70,084	70,46,223	64,22,224	2,25,53,697	2,27,36,685	2,48,54,013	1,69,61,396	58,26,698	41,75,282	:
70,64,661	35,98,782	1,51,648		29,99,548	31,42,165			1,02,21,187	1	24,45,706	24,51,120	5
33,30,339	24,14,326	1,16,121		40,46,675	32,80,059			1,46,32,826		33,79,992	17,24,150	5

## Gross earnings under different heads of each

	G	AUGE.				6"		
	CLA	iss: No.	Bombay	, Earoda and	Central India	system.	10	
Serial No.	Ra	ailway.	<u> </u>	nd C. I.	Rajputana	Malwa	Nizam's Guar	anteed State.
•	Par	rticulars.	1st half.	and half.	ist half.	and half.	1st half.	2nd half.
	2000	CHING.						
	COAN	Cl Number	43,005	33,973	، 9،737ء	9,814	4,977	4,622
1	ıst class	Earnings Rs.	80,738	70,209	70,945	61,102	32,355	28,571
2		( Number	292,893	251,616	43,292	44,579	31,604	28,917
3	and class	Earnings Rs.	2,37,483	2,12,715	1,38,751	1,17,798	64,122	58,966
4		( Number	235,084	185,532	158,909	149,498		***
5 6	3rd or Intermediate class	· {   Earnings Rs.	3,87,524	3,36,528	1,62,979	1,55,373		•••
7		( Number	6,143,739	5,570,010	6,302,334	6,149,501	1,273,132	1,224,775
8	4th or Lowest class	Earnings Rs.	18,56,857	16,12,266	30,44,851	31,10,920	6,74,515	6,48,410
9		( Number	2,840,840	2,547,030	1,800	4,200	9,840	7,440
10	Season tickets of all classes	Earnings Rs.	1,80,579	1,42,809	718	1,293	11,091	10,113
11		Number	9,555,561	8,588,211	6,516,072	6,357,592	1,319,553	1,265,754
12	Total passe agers	Earnings Rs.	27,43,181	23,74,527	34,08,244	34,46,486	7,82,083	7,46,060
	Parada	Earnings Rs.	3,01,150	2,45,592	2,13,963	2,20,660	46,933	43,978
13	Parcels	Earnings Rs.	62,251	55,911	94,315	77,249	36,084	26,442
14	Luggage	Earnings	42,032	41,901	1,11,116	92,678	18,021	18,032
16	Total coaching traffic .	Earnings Rs.	31,48,614	27,17,931	38,27,638	38,37,073	8,81,121	8,34,512
	GO	ODS.	1					
17		( Tons	992,943	516,091	1,219,282	791,628	238,335	200,681
18	General merchandise	Earnings Rs.		35,99,992	1,14,98,528	77,35,081	15,73,448	12,81,115
19	,	Average rate per ton per mile, pie	1	8.81	6,30	6.46	9.29	9,52
20		Tons	161	492	1,630	1,699	852	552
21	Military stores	Earnings Rs.	5,252	10,552	23,325	25,949	19,230	. 10,943
22		Average rate per ton per mile, pie	21.38	13'61	18:61	19'38	24'53	24.73
23		Tons	29,481	40,341	7,888	7,318	192,414	182,676
24	Coal for the public and for foreign railways.	Earnings Rs.	1,20,747	1,61,434	34,129	28,740	6,55,904	5,93,422
25	loleigh lankays.	Average rate per ton per mile, pie	s 2'91	2*84	4*36	4.67	3'92	4.03
26	}	Tons	184,417	189,138	136,662	211,795	312,314	319,437
27	Revenue stores including coal and materials for construction.	Earnings Rs.	1	1,71,930	7,71,130	3,92,705	1,12,726	1,10,172
23	and materials for construction.	Average rate per ton per mile, pie	1	2'75	- 2.81	2,80	4,00	4*45
29		Tons*	1,207,002	746,062	1,365,462	1,012,440	743,915	703,340
30	Total goods	Earnings		41,01,556	1,19,79,224	83,12,052	23,69,348	20,04,533
31		Average rate per ton per mile, pie	ļ	7.55	6'29	6,18	6'57	6.42
	SUNI	DRIES.					\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	
32	Electric telegraph	. [ Earnings Rs	27,290	18,143	35,644	25,043	13,632	10,618
33	Steam-boat	Earnings Rs	1			1		
34	Sundries	. Earnings Rs.	1,82,920	1,29,593	1,64,406	2,84,684	1,39,926	1,09,447
	TC	TAL.						
35	Grand total earnings		1,00,00,854	69,67,223	1,60,06,912	10.6.0	a. a	60.50.
36	Total working expenses .		1	36,60,311	68,12,487	1,24,61,852	34,05,027	29,59,110
	Net earnings .		731201130	3,,00,311	12,407	63,44,918	13,41,267	12,95,521

[#] Including revenue stores but excluding live stock.

f Including all other items not detailed above.

Appendix 44. Earnings under different heads.

railway (by systems) during each half-year of 1901.

						3':	3 🖁 "				<del></del>	<del></del>
1	1	, 1	12	,	3	14	1		5	. ,	16	
Ma	dras,	Bengal	Dooars.	Dibru-	Sadiya.	Assam-E	Bengal.	Deog	hur.	Beogal a Wes	nd North- stern.	Serial No.
ist half.	and half.	rst half.	. 2nd half.	rst half.	and half.	ıst half.	2nd half.	ıst half.	2nd half.	ist half.	2nd half.	
,												
16,132	15,947	343	349	2,015	2,045	1,895	2,068		- Harmanian as area	0.60	9	
1,48,590	1,31,931	949	836	4,827	4,483	9,878	11,054		••	9,463 26,543	8,994	1
60,366	56,739	939	939	1,548	1,448	5,031	5,279		••	15,343	24,167 16,632	2
2,01,623	1,69,340	1,431	. 1,272	1,971	1,731	10,706	12,617		.,	25,595	25,093	3
10,344	8,85 <i>7</i>	782	1,761			2,579	2,515		••	51,173	61,185	<b>4</b> 5
21,420	20,574	412	772			2,780	2,917		••	36,844	41,467	5 6
5,895,190	5,677,916	146,490	154,718	151,902	130,943	943,393	777,524		3,890	4,777,584	4,859,771	7
23,66,949	23,90,062	35,842	41,778	58,134	45,772	5,77,391	4,53,668		1,324	17,26,876	18,87,303	8
270,950	341,140			•••		•••				34,320	31,360	9
E,S90	17,374			•••	}		<b>.</b>		•	ნიე	566	10
6,252,992	6,100,599	145,554	167,767	155,465	134,436	952,948	787,386		,890	4,887,883	4,977,942	11
27,47,472	27,28,281	38,634	44,658	64,932	51,986	6,00,755	4,80,256	43	,324	18,16,467	19,78,596	12
	. 55	- 6										
2,01,576	1,86,993	2,855	4,910	3,966	4,073	13,276	12,114	*	•	39,329	37,215	13
1,34,022	1,01,506	1,345	1,561	1,539	1,327	8,636	9,331	•1		36,410	28,704	14
1,07,103	87,469	808	714	5,189	4,848	14,159	15,348	•	•	43,201	36,483	15
31,00,178	31,04,249	43,732	51,843	7956,62	62,234	6,36,826	5,17,049	43	,324	19,35,407	20,80,998	16
			•			-			~ <del>~~</del> ~~			
790,371	748,740	22,530	46,340	40,196	32,753	67,286	98,351	350	,66o	621,020	403,128	17
41,64,073	38,07,999	89,897	2,37,717	1,61,024	1,66,580	3,28,992	4,14,741	4	,657	26,66,138	16,08,317	18
6.91	7*01	23.47	=5.32	§ 39°0S	§39 <b>'</b> 32	6.40	6.44			6'28	5'72	19
1,859	2,025	,				82	33					20
44,730	55,505					421	750	,			•••	21
21.28	26.13		***			15*13	20*59		••	•••		22
278,341	263,905	1,035	2,920	258,255	237,416	5,548	7,606		••	32,710	10,438	23
6,91,543	6,72,983	3,044	5,902	258,639	2,25,103	11,540	19,780			57,952	16,825	24
4.01	4.18	25.01	9.75	§ 6.36	<b>₹</b> 6•20	4'23	4'16		••	4 14	4.36	25
154,405	156,932	3,272	1,816	4,831	3,102	38,955	21,454	ŀ.	••	145,648	157,187	26
1,10,527	1,96,616	2,183	722	1,459	854	60,990	34,546	١.	••	1,73,364	1,63,364	27
3'40	3,42	4*20	4'15	§ 3.02	<b>5</b> 3*31	2 51	3,28	:	··	2.48	2'48	28
1,224,976	1,201,602	27,139	51,076	303,283	273,271	111,871	127,504	35	5,660	799,378	575,753	29
50,58,388	47,72,565	95,906	2,44,879	4,24,653	3,92,965	4,06,612	4,73,840		4,657	29,34,198	17,83,443	30
6.59	6'07	21'45	24.62	§ 9°39	§9.63	5'34	5'74		*1	5'77	5.09	31
		į		-								}
11,364	10,102	446	758	5,766	5,030	6,467	8,034	.	••	19,335	14,940	32
		8,176	6,859	<b></b>		10,302	9,290	} .	**	3,57,889	2,84,153	33
1,55,500	2,10,517	12,534	22,176	18,922	13,676	25,869	36,961		313	1,63,855	1,46,516	34
		_	_		-	_			•			
84,16,520	80,97,433	1,60,794	3,26,515	5,24.967	4,73,905	10,89,076	10,45,175	1	8,294	54,10,687	1	35 36
41,99,487	42,67,893	96,239	1,45,732	2,62,599	2,51,821	8,23,086	8,54,512		9,677	22,06,213	21,27,897	1
42,17,033	38,29,540	64.555	1,80,783	2,62,368	2,22,054	2,65,990	1,90,663		8,617	32,04,474	21,82,153	37

§ Excluding Ledo and Tikak-Margherita colliery.

### Gross earnings under different heads of each

	I GAT	JGE.					3'	33"		
	CLAS	s: No.			5	7	18	3	19	
Serial No.		way.			Rohilkund a	nd Kumaon.	Jodhpur an	d Bikaner.	Udaipur	-Chitor.
	Parti	culars.			rst half.	and half.	sat half.	and half.	ist half.	and balf,
	COAC	HING.								
		Number .			2,422	3,344	1,351	1,515	257	233
1	ıst class	Earnings .	• •	. Rs	16,831	23,395	7,307	12,073	1,268	1,309
2		Number .			9,780	10,056	8,844	8,885	633	672
3	2nd class · · · }	Earnings .		. Rs.	31,685	3.4,191	19,820	22,142	1,687	820
4		Number .			6,676	7,364	12,958	***	1,220	1,295
6	3rd or Intermediate class	Earnings .		. Rs.	5,696	0,048	4,767	***	1,060	953
7	(	Number .			783,219	938,171	712,889	732,968	95,463	E9,344
8	4th or Lowest class }	Earnings .		, Rs.	3,08,031	3,03,378	3,68,665	4,05,863	45,036	42,304
9		Number .					•••	•••	200	410
10	Season tickets of all classes .	Earnings .		. Rs.		•••	•••		75	•••
1 22	1	Number .			802,097	958,935	735,042	743,371	97,773	91,544
	Total passengers					<u> </u>		<u> </u>		
12	l	Earnings .		. Rs.	3,62,243	3,67,012	4,00,579	4,40.078	49,126	46,396
13	Parcels	Farnings .		. Rs.	11,243	14,836	17,262	17,450	1,526	1,255
14	Luggage	Earnings .		. Rs.	15,979	12,927	15,872	13,577	1,294	1,273
15	Other coaching traffic	Earnings .		. Rs	17,131	18,575	15,731	14,546	1,455	1,276
16	Total coaching trafflo .	Earnings .		Rs.	4,06,596	4,13,350	4,48,924	4,85,651	53,401	50,210
	GOO	DDS.								
17	~ ,	Tons .	•	• •	187,229	158,026	165,435	144,399	13,479	12,965
18	General merchandise	Earnings .	• •	, Rs.	5,12,948	3,78,307	5,24,652	6,14,501	58,463	54,714
19		Average rate per	ton per	mile, pies	1	7'25	8,46	8,35	14.85	13'75
20		Tons .		· n	763	2,227	7	110	7	4
21	Military stores	Earnings .	• •	Rs.	3,187	6,279	156	1,752	82	36
		Average rate per	ton per	mue, pics	13'71	17'69	21.03	17.75	33'76	<b>18</b> 56
23	Coal for the public and for	Tons Earnings .	• •		380	157	7,502	5,568	7	***
24	foreign railways.	1 -	to-	. Rs.	· ·	204	10,059	9,216	14	•••
25 26		Average rate per	ron bet	mue, pies	1	3'30	4.37	417	2,50	***
27	Revenue stores, including coal and materials for construc-		• •	• •	23,827	17,014	44,591	47,883	5,100	552
28	tion.	Earnings .		. Rs.	15,627	12,053	50,095	37,333	1,046	703
20 29	, ,	Average rate per	ton per :	mue, pies	2'45	2'45	4.50	4,00	2,89	3'39
-9		lons.	• •	• •	213,199	177,424	217,545	197,960	14,593	13,554
30	Total goods	Earnings† .		. Rs.	5,41,086	3,95,441	5,87,341	6,65,692	бо,513	56,325
31		Average rate per	ton per r	nile, pies	7'47	6.83	7'71	7.79	14.00	13'45
	SUND	RIES.	-							
32	Electric telegraph )	Earnings .	• -	. Rs.	4,679	3,160	16,250	19 nam	-00	531
33	Steam-boat	Earnings .		R _s .	4,079			17,077	308	
34	Sundries	Earnings .		Rs.	45,241	17,144	 4,031	11 118	405	 481
	TOT	-	- •		20,241	**,144	4,001	13,338	405	401
		ELL.								
	Grand total earnings .	• • •		. Rs.	9,58,602	8,23,025	10,56,596	11,81,658	1,14,627	1,07,547
	Total working expenses	• • •		. Rs	3,87,541	4,48,077	6,86,817	5,57,337	65,587	63,477
37	Net earnings			. Rs.	6,11,061	3,77,018	3,69,779	6,24,321	49,040	45,070

^{*} Including revenue stores, but excluding live stock,

[†] Including all other items not detailed above,

railway (by systems) during each half-year of 1901.

	5"	2 ¹ 6			γ		3′ 3₹″	·	**************************************	
	5	25	4	2	13		r	21		20
Serial No.	vi.	More	n3.	Burn	ndian.	South I	Mahratta.	Southern I	ondal-Juna- bandar.	Bhavnagar-C gad-Po
	2nd half.	ıst half.	2nd half.	ıst half.	2nd half.	ıst half.	2nd half.	1st half.	and half.	ıst half.
ì	1,023	826	12,686	12,591	8,675	8,566	7,702	8,066	2,986	3,806
2	3,425	3,416	65,894	66,243	42,352	45,213	45,280	45,423	7,983	10,626
3	4,876	5,310	73,511	80,583	48,663	46,717	27,385	31,072	19,804	27,136
4	9,056	10,678	1,18,013	1,39,490	88,045	81,366	63,173	70,500	24,795	33,292
5	•••	•••	•••	•••		•••	•••		20,850	24,340
6	•••	•••				•••	***		20,556	23,031
7	143,239	147,316	5,417,621	5,958,404	6,412,213	6,803,904	2,700,833	3,135,264	774,182	950-205
8	93,127	1,07,190	21,08,414	25,94,149	24,31,922	24,24,325	11,39,309	13,37,765	3,91,142	4,67,947
9	***		54,840	40,400	187,040	137,920	7,400	9,640	9,280	, 9,600
10			5,933	4,508	2,695	5,229	836	979	540	780
11	149,138	153,452	5,558,658	6,091,978	6,656,621	6,997,107	2,743,320	3,184,042	8,27,102	1,015,097
12	1,05,608	1,21,284	22,98,254	28,04,390	25,72,014	25,56,133	17,48,598	14,54,667	4,45,015	5,35,676
13	3,321	6,045	50,412	47,828	78,780	69,339	87,632	83,645	10,560	15,432
14	2,117	2,301	32,625	44,979	26,SoS	26,979	45,389	50,667	7,397	8,728
15	6,311	5,229	60,665	49,529	47,505	48,056	63,342	58,996	16,600	17,844
16	1,17,357	1,34,859	24,47,956	29,46,726	27,25,108	27,00,507	14,44,961	16,47,975	4,79,572	5,77,6So
17	8,499	18,185	461,750	623,913	515,735	485,445	354,098	447,000	94,895	134,673
18	30,988	66,855	23,89,250	32,27,195	23,22,846	21,92,628	19,18,612	25,01,343	2,70,494	5,05,801
19	10.49	11.64	8'74	2.92	830	9.41	8.52	7'68	11'43	11.69
20	34	7	641	536	221	560	377	1,331	3	
21	252	81	13,749	12,804	7,603	11,086	6,464	12,851	48	1
22	18 74	28 23	13.23	14*34	27'96	24.83	15.72	15*27	2.33	23.00
23	108	53	3	120	9,126	5,476	832	1,380	27	64
24	372	202	64	85	15,397	8,734	4,003	8,785	72	155
25	9,03	14'36	10'27	20.03	6.67	4 88	5*60	3.67	0*92	4*91
26	139	1,560	234,458	148,541	318,376	269,212	81,739	79,163	5,925	9,058
27	227	1,540	2,66,574	2,15,442	<b>65,9</b> 49	66,719	1,83,724	1,83,053	5,503	5,751
28	7*41	4'37	2:36	2'36	2*43	2 49	2'53	2'70	1,36	3.02
<b>2</b> 9	8,780	19,805	696,852	773,110	843,459	760,693	437,046	528,874	100,850	143,795
30	32,0\$5	69,130	27,35,203	35,38,266	24,30,929	22,97,977	21,28,807	27,29,265	2,77,092	5,13,098
31	10.86	11,31	7,06	7.10	786	8 77	6.9	6.82	10.46	11,13
32	2,042	2,292	12,203	14,525	11,996	12,645	10,948	12,798	5,526	8,058
33 34	 510	••• 388	18,654 72,528	21,695	 1,45,222	1,10,910	 73,644	 63,897	15,044	20,205
35	1,51,994	2,06,669	52,86,544	65,98,784	‡53,58,108	\$51,67,810	36,58,360	44,53,935	7,77,234	11,19,041
35	1,06,557	1,26,572	34,42,963	34,52,710	25,94,983	23,34,312	28,31,168	28,84,213	5,31,367	5,54,402
37	45,437	80,097	18,43,581	31,46,074	27,63,175	28,33,498	ε,27,192	15,69,722	2,45,867	5,64,639

Appendix 44. Earnings under different heads.

Gross earnings under different heads of each

	dix 44. gs under different heads.	<u> </u>				6"	<u> </u>			
	GAUGE.		26			27	_	28		
- }	CLASS: No.	<del> </del>	Bársi.		Tárakesh	war-Magra.	Rán	aghat-K	rishnagar.	
erial	Railway.	_			ıst lıalf.	2nd half	. ıst	half.	2nd half.	
erial No.	Particulars.	ıst ha	lf. 2nd	half.			-		,	1
								227	26	
	COACHING.	.\	280	227				227 289	32	1
1	Number	5.	764	бо2	1	"				
2	ist class	.\ "	.	•••				•••		
:	1 )  . 1	i	1			\		11,600 4,269	1	1
	Number · · ·	Rs. ·	. \				5 062	103,03		1
	3rd or Intermediate crass	1	42,525	34,30	٠.	, , ,	5,363 3,973	29,23	1	1
	( Number	Rs.	13,758	11,0	~	,	1			
	7 S 4th or Lowest class · · · · Earnings · · · · · · · · · · · · · · · · · · ·			•••					_\	
	9 Season tickets of all classes { Earnings	Rs		34,5			06,363	114,8		,281
	Number · · ·		14,522	11,0		7,252	33,973	33,7		,159
	Total passengers (Earnings	Rs.	623		486			•••		1
	Barnings	Rs.	364		292	.	***	 1,	1	1,304
	Luggage Earnings	. Rs.	48		49					32,463
	15 Other coaching traine	Rs.	15,557	12	,526	37,252	33,973	34	,Soi	
	16 Total Coaching traffic . Earnings	-								
		1	•							
	GOODS.		37,937	1	6,378		5	\ ".	1	\
	Tons .	. Rs.	95,499	1	11,586		•••		\	
	18 General merchandise Average rate per ton per r	nile, piec	21.97	1	22'17		•••	1.		
	Tons	· · ·	1	1	3 10		•••	1		\
	21 Military stores Earnings	. Rs.	33*4	1	29*45		•••	1		" \
	Average rate per ton Per	mue, pies		]	11		•••	1		\
	Tons	Rs.		3	14		•••	1		\
	Coal for the public and for Earnings  Average rate per ton per	mile, pies	19"	35	11,11		•••			
	Tons		1	90			•••			•••
	Revenue stores, including coal and materials for construction new construction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction new contraction	, Rs.	1	49 80						•••
	and materials for control Average rate per ton pe	r mile, pies	14						<u></u>  -	,
			38,	032	16,392	3,811	5,	,247		
	Tons [©] · · ·						6	5,108	GoS	449
	Earningst .	Rs	. 95	,554	41,990	4,709	\			
	30 Total goods	•			22'37	,,,	\		•••	•••
	Average rate per ton	per mile, pi	les 2	1,03			-\	-		
	SUNDRIES.				*^	193	5	170	•••	
	Earnings	R		112	59		1	\		
	Steam-boat Earnings	R	1	1,112	1,329	1	2	411	570	2
	Sundries Earnings	t	١٥.			_	-			33,
	TOTAL.	1	Rs. 1,	12,335	55,90	3 42,4	88	40,661	35,979 28,008	i i
	35 Grand total earnings			50,265	38,38	5 29,2	20	29,184	25,000	
	Total working expenses			4			68	11,477	7,97	7,
	Wet earnings		Rs.	62,070	17,51	13,2		,7//		Į

^{*} Including revenue stores, but excluding live stock.

[†] Including all other items not detailed above.

railway (by systems) during each half-year of 1901.

2′	6"				:	2' o"				
2	9	30	)	3	1	3:	2	33	3	······································
Tezpur-	Bálipará.	Darjeeling-	Himalayan.	Howra	h-Amta.	Howrah-S	heakhala.	Jorl	iát.	Serial No
ıst half	2nd half.	1st half.	and half.	ıst half.	2nd half.	ıst half.	2nd half.	ist half.	2nd half.	
	·									•
•••		2,331	2,053	, 210	246	161	142		•••	1
***		31,434	27, 118	265	309	167	149		•••	
		6,624	6,487	•••		•••			•••	3
		40,577	44,586	•••	•••				***	4
			•••	15,894	14,484	6,924	7,291		10	5
•••			***	6,460	5,689	2,121	2,303	***	***	6
61,906	54,077	25,177	31,195	384,434	347,136	147,356	140,440	40,878	35,254	7
17,346	14,139	51,160	57,692	1,20,303	1,04,585	34,732	32,670	8,107	6,627	8
•••		•••	•••		***		,	•••	***	و
					,				•••	10
61,906	54.077	34, 132	39,735	400,538	361,866	154,441	147,873	40,878	35,254	. 11
17,346	14.139	1,23,171	1,29,396	1,27,028	1,10,583	37,021	35,122	8,107	6,627	12
		16,014	18,686	***				,	***	13
	]	15,789	23,804	***	<b>,</b>	***		•••	***	14
		7.437	7.694	852	762	348	269	•••	•••	15
17,346	14,139	1,62,411	1,79,580	1,27,380	1,11,345	37,369	35,391	8,107	6,627	16
					·					
		12,621	13,130		•••					17
	· ]	1,83,335	2,08,311	*11				•••	***	15
		5,10	5'75					•••	•••	1
•••		57	40		•••				•••	20
		1,806	1,318	•••				•••		2
		11'23	10 88					***	•••	2:
	,,	919	393			ļ		•••	•••	1
1	,	8,392	3,749	•••	•••	"		•••		23
		3,30	3'35		•••			***		24
•••		2,387	1,522	•••	•••	"	•••	•••	**	25
•••		12,306	7,200	***	•••			•••	•••	20
• •	"	41.60	38:28	•••	•••	ł	•••	•••	"	27
				•••						20
2,418	7,551	15,984	15,085	•••				5,365	6,563	29
14,618	30,877	2,08,501	2,26,215	10,334	10,505	2,598	3,075	28,724	38,377	31
		60°76			•••			69,31	\$3,39	31
										-
. pog	735	1,596	1,5So		•••		•••	183	221	32
	[		•••	•••	•••			•••		3:
3,084	2,135	2,969	5,089	257	214	75	72	555	390	3
35,954	47,886	3,75,477	4,12,464	1,38,471	1,22,064	40,042	38,538	37,569	45,615	3.
33,040	33,902	2,48,855	2,25,468	77,659	68,789	29,168	26,246	52,721	34,637	36
										-
2,914	13,984	1,26,622	1,86,996	£0,812	53,275	10,874	17,292	-15,152	10,978	3:

	Ţ	GAUGE.					5′ 6″		1	
Particulars   National   Particulars   National   Particulars   National   Particulars   National   Particulars   National   National   Particulars   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   National   Na		CLASSIFICATION NUMBER.				1		2		3
Particulars	No				East 1	Indian,	Castern B	engal State.	Bengal	Central,
Contents appendented   Materials   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,000   1,15,00		Particulars.		1	1st half.	and half.	ist half	and half.	1st half.	2nd half.
2   Maintenance of permanent-way   Materials   12,09,769   13,05,107   25,079   1,70,001   41,611   4   112   20   20   41,611   41,612   41,612   20   20   41,611   41,612   41,612   20   20   41,611   41,612   41,612   20   41,611   41,612   41,612   20   41,611   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,612   41,6	۱ ،	General Superinteodence	•	. Rs.	4,26,963	4,23,408	1,52,230	1,47,661	14,379	13,643
Repairs of bridges, etc.   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55,500   1,55	_		•	• ,,	5,15,612	5,111,129	2,05,360	2,07,876	19,155	20,237
Section of stations and buildings	2	Maintenance of permanent-way Materials	•	• **	12,39,262	13,36,107	2,26,295	1,70,904	41,611	45,144
Section of stations and buildings	3	Repairs of bridges, etc.	•	• ),	1,55,601	1,55,302	32,817	1,03,003	4,723	2,700
Regular to an extension commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimized and commongs   Septimi	4	Conservancy of rivers	•	. ,,	1		142	123		•••
7	5	Repairs of stations and buildings	•	. ,,	5,59,624	6,50,805	I			8,920
State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   Stat	6	Тот	AL#	• ,,		<del></del>			£3,87n	92,223
Cleaning engines, etc.   10,04,156   1,05,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,167   1,65,	7	General Superintendence	•	• ,,	2,93,131	3,66,194	75,359	78,596	7,018	7,312
Fuel	8			٠,,	10,94,156	11,02,657	1,83,368	2,04,531	13,349	15,013
10   Water		1 /			4,\$3,552	4,53,157	2,57,525	3,17,763	22,845	31,072
12   Maintenance and renewal of	1 -				53,565	50,500	13,631	20,045	1,753	1,571
12   Maintenance and renewal of	111			٠,,	1,90,166	1,95,481	31,107	35,926	2,749	2,570
12   Maintenance and renewal of   Machinery					9,77,435	11,18,867	1,69,859	5,3",310	27,3=4	21,481
Content Superintendence	12	Maintenance and renewal of }			81,222	1,10,740	45,011	35,001	587	592
	13	Tor.	AL ^q		3^,10,130	30,57,053	\$7,09,944	\$13.25.356	79,404	F.0'29
15   Repairs and renewal of   Goods	14	General Superintendence			71,505	65,440	41,524	40,610	3,451	3,107
18   General Superintendecce   1,53,53   1,53,55   1,53,74,55   1,157,45   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75		(Cozching vehicles		. ,,	2,22,166	2,14,550	2,58,552	1,14,024	3,817	Cress
18   General Superintendecce   1,53,53   1,53,55   1,53,74,55   1,157,45   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75	15	Repairs and renewal of Goods ,,			6,35,587	i	1,44,736	2,35,550	2,174	€,357
18   General Superintendecce   1,53,53   1,53,55   1,53,74,55   1,157,45   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75   1,107,75		Machinery			1,607	1		(,717		128
18   General Superintendecce   1,53,53   1,73,52   1,17,53   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,10,735   1,1	16	Cleaoing and oiliog			1,11,410	1	į.	41,791		3,703
18   General Superintendecce	17	Тотл	L							\$ry'31
19   Station staff	18	General Superintendeoce				·				11,527
20   Train staff	19	Station staff					•			43,597
21   Fuel, lighting and general stores	20	Train staff				l		1 1		6,713
Printing, stationery and tickets	21	Fuel, lighting and general stores				1				£,911
Printing, stationery and tickets	22							i i		1.7
Charges for delivery and collection of goods	23	Printing, stationery and tielets					i			C,054
TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*  TOTAL*	24		·					1 1		•••
Home expenditure or General administration	25		L.W							77,990
27 Agent's Office	26									19,3,0
Addit, accounts and pay office, 2,41,812 2,44,665 95,483 1,03,031 17,155 17  Stores Department, 85,772 77,536 7,895 12,502 2,321 1  Medical Department, 74,034 70,477 25,123 26,085 1,422 3  Rents and Miscellaneous, 1,13,850 1,12,583 26,893 2,34,086 9,659 9  Police, 99,693 1,02,410 19,662 21,475 4,556 4  Advertising, 4,167 5,028 1,741 2,465 278  Electric telegraph, 3,01,346 3,25,835 1,14,450 1,17,263 9,920 6  TOTAL*, 11,64,787 11,87,881 \$3,75,038 \$3,79,838 78,729 78  Law charges, 8,342 20,176 1,968 3,402 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,172 1,	27			1				1 1		13,378
Stores Department	28	Audit, accounts and pay office		1				i 1		17,247
30   Medical Department	29	Stores Department						1		1,578
31   Rents and Miscellaneous	30	Medical Department		- 1				1 1		1,683
32   Police	31	Rents and Miscellaneous		1				1 1		9,287
Advertising	32	Police		- 1			· -	1		4,746
34   Electric telegraph	33	Advertising		l				l . i	i	782
TOTAL* .,, 11,64,787 11,87,881 \$3,75,039 \$3,79,838 78.729 78  Law charges	34	Electric telegraph			1			1		9,698
36   Law charges   3,402   1,172   1,268   3,402   1,172   1,273   2,0753   60,550   44,492   36,117   81   38   Rates and taxes   3,48,123   48,541   15,246   19,199   2,072   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,275   1,2	35		r.#	1						
37 Compensation	36		_	- 1						78,089
Rates and taxes	- 1		•	- 1				}		1,112
Payments to other lines	. ł		•	- 1						S71
TOTAL* ., 9,63,314 5,76,956 \$1,38,489 \$2,28,833 37,887 49  Steam-boat service	- 1		•		1		*		1	1,889
41 Steam-boat service	- 1			1						41,523
GRAND TOTAL WORKING EXPONERS	- 1		·-	ľ					37,857	49,691
1017L WORKING EXPENSES , [1,27,87,867   1,29,73,342   40,37,668   44,71,092   3,61,709   4,00		GRAND TOTAL WORKING EXPENSES	•	Į.						4,00,00

^{*} Includes all other items of expenditure not enumerated.
† Includes special contribution to Provident Fund.
§ Including the Cooch Behar State railway, details for which are not given,

DIX 45. (by systems) during each half-year of 1901.

					5'6"					
	¢		5		6	7		8		
Bengal-l	Vágpur.	Calcutta mis	Port Com- sioners'.	Oudh and F Sta	Rohilkhand ato.	North West	ern State.	Great In Peninsula (a	idian z) to (h).	N
st half.	and half.	1st half.	and half.	ıst half.	and half.	ıst half.	2nd half.	1st half.	2nd half.	
1,69,796	1,57,782	3,892	5,854	1,49,213	1,50,934	4,89,155	5,02,891	3,20,979	3,34,428	
2,67,129	2,50,760	5,612	6,470	1,47,446	1,63,975	7,85,194	7,62,585	4,92,224	4,92,973	h
1,43,137	1,72,237	2,758	8,650	2,25,029	2,42,774	1,50,082	5,59,262	7,77,546	6,03,315	3
1,04,535	1,88,678	1,136	1,924	77,328	1,85,650	2,33,316	3,26,040	2,57,803	2,58,117	1
		47.	***	4,460	4,446	1,18,268	23,328		•••	
1,22,963	80,565	826	547	1,18,579	97,496	3,35,997	3,60,379	2,21,248	2,00,827	
8,49,370	9,29,697	15,171	24,548	7,84,680	9,15,901	25,87,271	28,40,187	122,30,173	[20,72,‡35	
1,01,142	1,08,741	***	•••	69,739	69,226	2,55,794	2,97,349	2,49,915	2,49,860	
2,45,120	2,47,182	6,068	7,403	, 1,12,145	1,24,762	6,60,457	6,73,561	11,63,705	10,51,749	
1,68,850	1,52,989	2,821	5,914	4,75,407	4,39,422	19,60,158	18,05,554	17,81,501	15,66,508	
25,966	22,771			11,713	14,040	\$6,799	85,913	1,46,412	1,16,931	1
46,192	40,140	1,111	723	32,824	32,035	1,37,814	1,43,514	1,84,620	1,60,709	Ì
1,73,997	2,24,354	16,626	17,147	1,52,422	1,57,201	12,90,631	10,77,648	15,04,205	16,40,700	h
13,815	17,352	69	209	11,896	14,640	85,72	1,02,433	79,852	86,398	3
9,40,909	9,86,537	26,595	31,395	10,07,857	9,79,176	48,36,911	46,52,531	11 \$55,75,485	UT53,02,751	1
20,385	22,834			14,942	15,220	76,319	54,987	77,132	78,033	1
49,134	1,15,257	,	ir	<b>86,</b> 335	1,32,420	2,48,261	3,46,673	3,93,698	4,72,158	h
75,562	99,643	16,626	17,147	71,526	54,604	9,74,332	3,80,422	5,06,302	5,86,649	}
2,631	3,763	69	209	3,123	4,290	13,618	15,808	27,662	40,042	IJ
67,569	81,566	1,917	1,447	40,368	38,779	. 1,33,459	1,30,861	1,75,915	1,72,140	1
2,17,335	3,31,310	18,612	18,803	2,18,805	2,47,138	14,67,41	9,38,294	11,85,135	13,52,391	1
1,04,197	1,02,795	11,001	14,319	80,640	81,358	2,29,176	2,29,339	1,99,750	2,05,304	
2,34,056	2,31,887	54,095	49,405	2,77,211	2,78,077	8,58,375	9,15,258	8,86,587	8,29,020	
62,748	72,947	5,146	6,081	84,832	89,307	2,92,301	5,13,613	4,67,267	4,39,537	
67,168	71,797	974	t 667	73,280	86,145	2,21,412	1,86,811	2,20,864	2,50,482	
325	7,446	650	91	4,868	11,231	20,035	35,386	13,484	13,3 12	
49,663	58,623	4,414	5,151	33,430	35,155	74,442	83,422	1,09,164	1,11,812	
1,194	897		***	1,290	1,290		621	6,375	6,880	
5,96,834	6,29,270	76,280	73,715	5,77,591	6,00,987	17,27,824	17,85,072	[19,70,488	119,20,330	
1,22,918	1,20,375		<u></u>	11,109	317	42,871		1,80,785	1,82,181	1
43,464	38,176	4,864	5,548	25,363	26,731	60,511	61,288	74,499	71,292	
96,792	91,039	1,000	1,000	78,154	81,023	1,95,924	1,95,667	2,45,107	2,40,604	
20,475	18,020		***	18,229	18,758	47,550	55,063	70,988	71,264	1
27,167	26,160		•••	13,350	13,192	49,343	49,527	43,268	42,212	
30,805	41,400		**1	23,146	34,394	55,669	66,662	58,861	68,104	
20,837	27,421		<b>34.</b>	18,432	19,039	72,468	76,639	94,776	97,223	
3,490	1,886		***	1,295	2,121	3,452	5,184	2,390	3,769	
1,21,559	1,26,920	1,722	1,985	76,363	78,766	2,78,866	2,82,363	2,89,203	2,82,570	
4,85,605	4,91,720	13,443	8,533	2,65,512	2,74,462	8,08,119	7,92,711	[]10,65,354	10,67,812	
809	737	•••		564	95	243	71	7,340	2,150	.]
1,907	8,766	1,596	827	3,707	9,129	28,012	15,056	62,586	64,606	;
7,052	10,132	2,261	3,668	1,881	2,218	<b>31,938</b>	31,677	27,878	39,771	1
1,33,743	1,23,467		39	91,914	61,032	61,065	53,118	2,81,806	2,19,958	
2,37,236	<del></del> [	4,447	4,8,4	1,45,103	1,23,901	2,99,496	3,00,764	[[6,41,256	15,94,320	-1
	2,30,239					21,261	16,214			1
•••			***					1,26,67,893	1,23,14,840	-1

P. T. O.

^{||} Including the Gwalior Light railway, details for which are not given.
\[
\fincuding the carriage and wagon expenses of the Gwalior Light railway as the figures cannot be separated.
\[
\begin{align*}** Including the Hyderabad-Shadipalli railway.
\begin{align*}** Excluding Rs. 78,687 on account of Hyderabad-Shadipalli railway, which have been included with the Jodhpur-Bikaner railway.
\end{align*}
\]

						′ 6′′		
	[	GAUGE.			9	0		
		CLASSIFICATION NUMBER.	Bombay	BARODA AND	CENTRAL INDIA	SYSTEM.	10	<b>)</b>
No.			Bombay, Baro	da and Central	Raiputan		Nizam's Guar	not3 St .
1	-	Railway.	(a) to (e) an	dia d ( k) and (l).		o (i).	Mizam S Guar	aoreed State
		Particulars.	ist half.	and half.	ist half.	2nd half.	1st half.	and half.
d	,	General Superinteodence Rs.	1,25,985	1,14,803	1,96,886	2,02,837	90,149	91,65
1		Wages . ,,	1,88,583	1,87,304	2,86,131	3,19,968	1,25,883	1,16,6
	2	Materials . ,,	4,85,423	2,26,528	7,61,647	3,83,537	57,142	1,53,7
{	3	Repairs of bridges, etc ,,	-2,58,283	90,515	2,38,147	1,63,314	23,803	39,5
[]	4	Conservancy of rivers	•••	•••	•••	***	•••	3
	5	Repairs of stations and buildings ,,	85,820	77,979	1,36,028	1,36,222	10,771	33,9
IJ	6	Total * . ,,	6,95,820	7,55,092	17,27,323	13,06,499	3,50,521	3,16,1
r	7	General Superinteodence ,,	93,016	<b>86,900</b>	1,48,982	1,57,297	49,481	50,8
	8	Wages of drivers and firemen, fuelling, clean- ing engines, etc.	2,77,902	2,32,191	4,42,916	4,17,302	90,463	88,2
		F1	7,41,559	4,90,838	11,72,352	8,74,748	1,24,648	1,09,8
] [	٦,	5V-4	50,618	42,918	76,311	73,693	18,277	16,6
	ı	Oil tallamend atherestones	54,569	46,143	85,617	81,430	17,488	16,7
	L.	Africation and CI opposition against	2,72,994	3,21,261	4,23,330	5,66,474	75,265	81,9
1	٦.	renewal of	26,558	26,862	42,883	49,002	9,836	6,0
] 1;	,	TOTAL # . ,,	16,12,487	13,42,285	25,45,772	23,93,498	4,23,682	4,02,
1	l							
1,	4   ⁽	Geoeral Superinter deoce , ,	31,911	29,511	51,124	<b>5</b> 3,425	8,928	8,
1,	.	Coaching vehicles ,,	1,52,401	1,62,095	2,42,779	2,95,052	35,494	33,
'	"	renewal of Goods ", ',	2,51,520	2,30,402	3,94,622	4,05,914	22,306	16,
	۱.	(Machinery,,	10,372	11,142	16,683	20,325	2,159	4,:
16	1	Cleaning and oiliog , ,	61,094	51,052	94,613	88,540	16,778	17,
17		TOTAL* . "	5,12,323	4,87,057	8,07,997	8,68,464	86,675	79,1
18	3 0	Geoeral Superintendeoce,	74,643	69,459	1,18,909	1,25,071	29,447	28,6
10	S	Station staff ,,	2,98,233	2,68,050	4,70,367	4,78,329	92,455	94,
20		Frain staff	80,624	69,179	1,28,446	1,24,353	37,830	36,
21	E	Guel, lighting and general stores ,,	76,280	<b>8</b> 3,762	1,19,564	1,51,794	30,750	29,
32	: C	Clothing	9,595	8,231	15,257	14,757	1,20\$	2,
23	1	Printing, statiooery and tickets ,,	40,306	34,691	64,048	61,541	12,238	14,
24	C	Charges for delivery and collection of goods . "		1,918				
25		Total . ,,	5,91,747	5,43,307	9,30,452	9,72,326	2,25,306	2,28,
26		iome expenditure or General administration ,,	23,688	26,235	38,248	47, ⁹ 57	37,424	43,
27		agent's Office , ,	20,772	22,052	33,537	38,593	16,666	16,
28		audit, accounts and pay office ,,	88,130	74,505	1,37,458	1,32,452	61,867	62,
29	1	tores Department ,,	31,939	29,536	51,167	53,471	8,663	8,
30	1	fedical Department ,,	18,534	17,175	29,310	30,728	11,530	12,
31	1.	Rents and Miscellaneous ,,	32,910	1,68,238	51,670	49,899	25,324	_ 17,
32	1	Police , ,	42,271	39,511	65,306	68,636	28,387	29,
33		Advertising , , , , , , , , , , , , , , , ,	709	904	1,123	1,648	725	•
34	1	" <u> </u> ,	94,776	93,584	1,48,935	1,66,281	34,207	33,
35 36	1	TOTAL * .,,	3,53,963	3,32,162	5,57,052	5,90,194	2,24,890	2,25,
	1	aw charges	1,378	892	3,033	1,633	201	!
37	1	Compensation , , , , , , , , , , , , , , , , , , ,	18,699	25,025	30,196	45,825	296	
39	1	Paymeots to other lines	10,593	8,310	17,107	15,273	567	
40	1	Tomas #	17,472	59,874	27,310	- 37,347	2,066	11,:
, 40	1	TOTAL * . ,,	1,58,269	94,163	1,70,061	1,08,928	30,193	43,
41	18	nteam poat service ,,			•••	{		

^{*} Includes all other items of † Includes special contribution § Includes charges incurred ¶ Details

(by systems) during each half-year of 1901-contd.

	6"		<del></del>				3'3}"	<del> </del>				
1	1	1:	2	1	3	12	1	1	5	16		
Mad	ras.	Bengal	Dooars.	Dibru-S	Sadiya.	Assam-E	Bengal.	Deog	hur. T	Bengal and Nor	rth-Western.	
ışt half.	2nd half.	ist half.	2nd half.	ıst half.	and half.	ıst half.	and half.	ıst half.	2nd half.	1st half.	2nd half.	N
1,89,232	2,50,430	1,893	3,164	9,172	8,514	72,520	73,163		•••	1,19,636	1,72,445	
1,44,169	2,47,362	4,083	6,037	20,012	16,52 <b>7</b>	1,13,572	1,25,005	•••		1,15,924	1,34,214	1
1,11,221	1,87,999	3,122	10,454	14,946	30,654	7,821	560	•••		1,52,101	1,40,716	5
66,794	85,883	1,066	1,130	18,291	- 2,738	27,000	33,178			49,144	52,852	
•••			•••	***	•••	•	***	•••		1,645	2,673	
65,576	1,56,709	525	853	12,245	7,354	37,896	37,750			57,935	47,849	
6,77,052	9,28,758	10,942	21,999	1,00,657	82,220	2,66,381	2,79,160	3	757	5,81,802	[]6,18,622	
92,315	92,028	1,831	2,952	5,386	5,295	24,159	25,037	•		41,111	46,783	
2,73,198	2,85,101	4,562	4,683	8,714	8,550	27,745	30,099			82,537	91,551	
7,22,504	555د7	20,945	23,225	21,339	19,832	58,272	54,677			1,88,620	1,75,430	
34,127	32,883	883	1,244	3,084	2,682	6,757	7,602	•••		14,617	16,212	١
54,083	50,841	1,361	1,526	2,256	2,468	5,425	6,306	***		19,363	20,270	ì
5,36,198	2,82,755	3,550	6,461	13,072	24,693	28,440	18,781	•••		87,288	90,115	h
9,231	8,835	506	903	3,075	2,997	402	936	ļ		2,703	2,670	Ì
19,14,252	16,84,226	33,653	41,001	56,927	66,518	1,62,062	1,52,867	15	727	5,18,070	V4,68,208	
21,654	21,587	906	1,472	3,146	3,083	8,044	8,342	•••	•••	14,350	16,557	
1,32,267	1,57,220	2,325	3,244	3,954	3,899	17,904	18,270	•••	•••	42,310	30,759	ļ.
90,473	1,21,796	3,030	2,254	14,851	13,725	15,017	9,335	•••		55,068	49,290	ŀ
5,794	6,238	2	54	F ₂ 335	1,207	214	27	•••	•••	810	2,067	J
49,237	52,131	1,641	2,429	2,930	2,966	6,978	6,697	<u> </u>	<u> </u>	29,378	27,979	
3,18,561	3,84,621	7,904	9,459	25,217	24,880	49,189	43,130	1	015	1,45,285	1,17,590	
1,03,869	93,055	3,463	3,866	6,214	6,342	<b>25,</b> 557	27,852	•		67,151	76,414	
2,94,555	3,03,917	7,578	13,580	15,293	15,117	73,214	<b>80,</b> 875			1,55,614	1,72,594	
90,625	92,572	725	1,926	3,193	3,516	11,990	14,506		•••	2,66,601	52,128	١
73,440	80,871	973	1,134	1,430	16 16	16,770	19,598	•••		43,674	46,221	
10,454	7,996	60	133	24	51	4,243	1,491		•••	2,453	6,046	
48,764	68,021	593	3,478	2,476	3,144	7,201	9,011			21,184	25,825	
2,167	3,509			5,449	6,100			<u></u>		15,632	11,795	
6,55,688	6,86,382	19,331	25,296	34,202	35,474	1,39,195	1,53,973		,400	4,14,314	4,09,049	
41,011	41,619	4,250	12,405	12,921	12,921	44,630	58,423	•••	•••	51,104	57,199	
39,471	40,423	1,252	13,235	6,134	6,053	14,806	14,250	•••	•••	19,128	19,684	
93,681	98,685	1,811	5,751	6,950	6,874	48,517	49,029			79,879	82,468	l
22,157	14,551	151	915	3,000	2,955	13,869	15,437		•••	9,236	10,247	1
18,411	19,080	453	925	2,231	2,079	8,476	9,901	•••	1**	9.774	10,379	
14,426	14,093	1,143	1,254	2,885	2,645	6,306	4,491			14,532	14,081	1
24,728	42,484	481	559		•••	8,008	8,265	***		24,874	25,612	1
3,262	2,716	10	19	93	7	786	449		•••	Sor	709	ı
1,14,498	1,12,293	2,200	4,652	7,383	6,822	31,888	33,809	<u> </u>	<u>'</u>	73,201	67,146	- -
4,34,363	4,13,13)	15,084	39,733	41,598	40,356	1,77,330	1,94,066		2,778 - <del> </del>	2,54,742	12,72,543	- -
2,257	694	162	286	624	624	3,311	925			1,203	2,438	ł
6,16,	9,681	201	65	391	1	450	155	1	•••	4,455	3,887	1
12,660	15,403	123	115	43	99	583	4,466	•••	"	2,064	2,343	1
67,276	35,540					<u> :-</u>		_	<del>-</del> ~	1,744	2,441	-1
§1,98,941	§1,70,916	1,263	3,019	2,998	2,373	20,\$26	24,484	-] \	······	84,234	1,20,831	-1
628	-150	8,062	5,225		<u></u>	8,103	6,832	- ,	······	1,59,102	1,11,955	-1
41,99,487	42,67,893	96,239	1,45,732	2,62,599	2,51,821	8,23,086	8,54,512	2	9,677	†22,05,213	†21,27,897	1

expenditure not enumerated.
to Provident Fund.
direct by the State.
not furnished.
Raxaul railway, details for which are not given.

				H'or.	king exper			heads of ea	on railway
-		GAUGE.				3'	33"		
		CLASSIFICATION NUMBER.		1	7		18	1	9
	Na	Railway.		Rehilkund a	nd Knmaon.	Jodhpur	Bikaner.	Uđaipu	r-Chitor.
		Particulars.	_	est half.	and half.	est half.	and half.	ıst haif.	and half.
	-	General Superintendence	Rı.	17,727	17,751	11,472	14,494	3,214	1 3,290
1	,	Maintenance of (Wages	,,	24,648	26,023	72,440	85,634	9,337	9,207
ż		permanent-way. Materials	,,	9,644	31,828	1,37,259	764	1,054	1,137
Engin-ering.	3	Repairs of bridges, etc ,	,,	15,282	8,874	3,101	3,943	234	95
ngin	4	Conservancy of rivers	,,	800	1,695			•••	•••
ដ	5	Repairs of stations and buildings	"	6,510	9,680	3,087	7,110	392	1,082
į	6	Total* .	,,	81,015	1,017,310	2,35,848	1,19,051	14,837	15,445
	7		"	12,767	12,583	14,421	15,425	3,318	3,267
	8	Wages of drivers and firemen, fuelling, cleaning eogines, etc.	"	16,061	13,S27	16,769	19,032	1,263	1,497
	9	ł	"	34,229	34,780	1,18,415	1,24,526	11,953	10,121
Locomotive,	10		"	2,462	2,278	6,798	8,094	681	715
e i	11		•	4,262	3,918	8,867	12,147	643	473
-	12	renewal of	"	20,832	17,321	38,839	37,285	1,174	'2,950
		(Machinery	"	1,610	3,045	1,981	2,671	845	<b>3</b> 85
Į	13	Total .	,, [	1,02,236	95,108	2,29,365	2,41,325	19,915	19,408
۱.	14		"	5,615	6,054	3,308	3,340	780	421
5 4	15	I	"	15,937	13,737	to,559	10,359	3,918	4,485
Å.		renewal of Goods "	"	11,719	11,269	5,163	8,689	2,453	5:515
9		(Machinery ,	"	929	867	463	513	7	73
Carriage and Wagon.	16	Cleaning and oiling ,	•	5,269	4,972	3,838	ნ,: 99	824	698
Ü	37		, [	39,760	37,705	23,455	29,186	8,047	6,773
ſ	18	General Superintendence	•	14,751	15,746	14,233	13,730	3,407	3,712
	12	Station staff , ,	٠	28,758	28,887	23,749	. 28,891	3,945	3,597
	20	Train staff ,	,	7,133	7,154	4,789	5,201	530	453
Traffic.		Fuel, lighting and general stores ,	,	10,165	10,159	7,029	9,391	1,493	1,006
+		Clathing	,	. 741	821	371	424	134	141
i	23	Printing, stationery and tiekets	,	6,122	8,205	9,200	9,545	685	164
		contribes to themsely and collection of Goods 11	'   <u> </u>	**			•••	10	•••
ij	25	Total • ,,	·  _	71,312	75,317	59,425	67,960	10,302	9,835
- {		Home expenditure er General administra-	·	22,505	17,097	•••			
	1	Agent's Office	,	7,278	8,176	•••	3,320	4,295	2,097
, ,		Audit, accounts and pay office	. [	19,997	20,548	16,834	14,434	1,971	2,125
		Stores Department	,	4,907	5,435	2,537	2,067	312	218
Gerral.		Rents and Miscellaneous	٠	1,609	2,568	1,586	1,984	450	459
اق		Police		7,147	7,557	1,379	2,913	7.53	484
- 11	1	Advertising	'	6,735	6,821	1,985	2,643		•••
	- 1	Electric telegraph	'	201	2S2	***	22		•••
	- 1			13:734	14,052	19,088	20,503	1,602	1,514
7	35	Total * . ,,	- [-	84,313	82,548	43,450	48,715	9,394	7,597
1		Compensation	-	520	846		•••	•••	
£	1	Rates and taxes	-	214	233	432	963	426	71
Manhaperine	- 1	Payments to other lines	1	97	72	***	•••	•••	•••
=	40	Torus	-	272		14,056	17,5%	2,130	2,649
	41	Stram-brot service	-1-	5,193	5,442	16,577	21,049	3,092	3,119
		GRAND TOTAL WORKING EXPENSES ,,	-	13,87,541	4,45,077	74.56.514			<u> </u>
	!	Including all other items of expenditure not e	- 1	Į.	49403077	\$6,86,817	5,57,337	65,587	62,177

[·] including all other items of expenditure not evamerated.

[†] Including special contribution to Provident Fund.

I including Rs. 75,697 on account of the Hyderabad-Shadipalli railway.

** Including Rs. 46,804 on account of the Hyderabad-Shadipalli railway.

(by systems) during each half-year of 1901-contd.

	. 1	2' 6"	1			3'32"				
		, 25		24	. 1	23	1	2	0	2
No	i.	Morvi	na.	Burr	ndian.	South 1	Mahratta.	Southern	ır-Gondal Porbandar	Bhavnaga Junagad-F
	2nd half,	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	sst half.	2nd half.	ıst half.
1	4,189	. 4,297	1,32,892	1,24,135	1,28,356	1,23,291	1,29,259	1,33,132	30,990	28,141
Į.,	11,549	11,467	3,23,325	3,39,362	1,18,101	1,08,081	2,10,270	1,99,028	бо,921	бо,538
<b>`</b>	1,424	1,572	69,712	79,918	1,24,562	1,18,155	1,67,203	2,51,255	19,986	1801
;	477	3,539	72,326	1,24,396	34,189	26,799	81,038	61,311	5,879	3,568
•			2,014	4,204			•••	•••	***	{
:	578	343	75,055	55,724	29,670	23,957	67,713	47,979	9,356	6,900
	18,503	22,777	7,49,511	7,99,332	4,58,786	4,20,150	7,12,002	7,51,904	1,32,613	1,31,128
:	3,092	1,757	101,408	95,729	69,320	68,770	97,672	98,087	18,046	17,025
;	3,794	4,182	2,89,121	2,97,835	1,57,852	1,57,711	1,66,844	1,72,163	22,609	25,084
	20,182	34,732	4,95,742	5,00,918	3,70,150	3,66,389	2,33,849	2,59,668	62,715	77,898
1	775	580	44,281	39,496	14,920	15,927	29,397	24,369	3,437	3,491
1	634	1,303	39,313	39,146	27,625	29,000	14,032	15,344	6,182	6,165
ζ,	N 13H59	H 15,116	2,43,328	1,96,466	3,61,418	1,93,323	1,76,499	1,76,379	34,593	30,028
ς,	•••		27,572	24,775	23,925	16,507	22,895	27,348	1,871	2,293
1	41,820	57,948	13,37,870	13,05,011	10,45,421	8,62,767	8,72,647	9,17,881	1,52,091	1,64,212
1	1,769	922	29,356	26,953	23,083	22,921	29,136	31,092	5,435	5,356
)	2,107	2,645	89,419	87,313	94,826	1,07,567	94,024	99,052	14,826	12,357
} 1	2,861	3,875	1,32,717	1,48,812	1,41,653	87,748	1,29,108	1,44,520	13,451	9,675
j	•••		7,029	4,419	8,026	5,681	4,483	5,507	935	1,146
,	944	1,273	36,452,	36,462	26,870	26,799	19,913	19,313	4,265	4,427
1	7,593	8,640	3,00,092	3,09,519	2,92,951	2,48,114	2,75,356	2,90,236	38,925	33,199
1	3,796	4,029	78,117	76,423	64,206	62,475	78,333	79,434	18,891	19,498
:	8,144	8,636	2,80,779	3,00,075	1,80,642	1,90,021	1,79,273	1,87,663	42,891	48,673
:	1,637	1,674	72,068	71,700	42,105	43,450	68,329	73,378	7,241	7,656
:	1,689	1,827	б1,822	51,088	33,272	35,354	50,345	45,920	9,698	8,504
:	439	268	13,647	7,078	185	4,264	11,325	5,197	236	1,174
:	2,641	2,178	39,622	44,480	35,998	43,835	29,053	29,644	7,080	7,846
:	542	372	•••	-8	45	25		,	•••	•••,
	19,008	19,244	5,53,633	5,57,647	3,67,349	3,92,167	4,47,780	4,46,803	90,523	97,685
	***		1,00,913	96,058	88,172	82,028	92,307	92,717	2,207	2,736
	2,827	2,488	22,808	25,075	26,758	25,346	31,281	25,703	12.849	13,262
:	5,620	5,855	67,389	62,488	78,681	79,595	82,782	81,054	27,568	27,841
:	2,107	2,132	23,061	19,789	21,406	22,662	21,104	21,073	6,130	5,992
	318	320	16,766	15,943	18,501	15,660	16,719	16,638	6,585	6,618
	1,187	1,356	19,132	19,372	19,510	18,200	19,978	19,339	5,958	7,582
:	1,300	1,300	38,982	52,053	24,807	<b>25,</b> 791	65,333	42,835	§17,825	§16,828
;	***	(	487	1,105	828	1,232	1,281	1,295	170	157
	3,442	3,427	83,544	83,930	68,628	59,663	1,06,319	1,05,491	20,579	21,525
:	17,186	16,879	3,72,915	3,75,993	3,48,363	3,30,538	4,37,850	4,08,171	99,882	1,03,556
	53	11	біо	395	334	212	1,733	2,427	21	169
	71	117	3,100	1,433	491	296	2,050	2,381	763	1,429
	***	·	26,490	5,529	9,086	9,689	5,978	3,286	10	10
	411		••••	•••	4,857	5,146	3,532	5,748	3,077	3,848
	2,447	1,084	85,591	65,065	§ 60,122	§56 <b>,</b> 976	85,533	69,218	\$17,333	§24,622
			43,351	40,143						
i	1,06,557	1,26,572	34,42,963	34,52,710	†25,94,983	†23,34,312	28,31,168	28,84,213	5 31,367	5,54,402

Working expenses under different heads of each railway

	<del></del>	GAUGE.	<u> </u>	8 1		6"		
		CLASSIFICATION No.	2	6		27	4	18
	No.	Railway.	Bái	rsi.	Tárakeshv	var-Magra.	Rånaghat-l	Krishnagar.
		Particulars.	1st half.	and half.	ıst half.	2nd half.	ıst half.	and half.
		General Superintendence Rs.	2,166	2,133		•••	***	111
Į		Maiotenance of permanent-way Wages .,,	2,553	2,610			•••	,
in R	2	Materials . ,,	<b>⊢</b> 4	45	•••	***	*,*	•••
Engineering.	3	4 ·	1,186	<b>—</b> 613	•••	444	***	
E.	4	1	•••	***	4**	•••	•••	•••
	5		73 ⁶	529	4,892	***		
ι	6			4,704		4,505	6,311	5,429
	7	General Superintendence	735	737	•••	•••	•••	•••
ļ	8	ing engines, etc.	1,694	1,948	•••	***	•••	
ė	9	Fuel	1,348	1,501		***	•••	***
Locomotive.	10	Water ,	761	813	•••	•••	***	•••
3	11	Oil, tallow and other stores ,,	292	403	•••	1**	***	•••
	12	Maintenaoce and Locomotive engines . ,,	3,219	2,823	•••	•••	•••	
İ		Machinery ,,	85	104				
į	13	Total* , ,,	8,962	8,330	6,995	6,790	6,253	4,997
ا د	14	General Superintendence ,,	369	364		•••	***	,
Carriage and Wagon,		Coaching vehicles . ,,	281	473		•••	•••	•••
۸ ا	15	Repairs and renewal of Goods ", ",	340	457		***		•••
E 1		Machinery ,,	24	37			•••	
- <u>E</u>	16	Cleaning and oiling ,,	407	345		***		
ច[	17	TOTAL® .,,	1,422	1,676	2,611	2,589	1,762	1,550
را	18	General Superintendence ,,	563	558				
il	19	Station staff	3,885	3,110	•••	•••	***	***
	20	Train staff	322	290	***	***	***	**
اان	21	Fuel, lighting and general stores	768	874	•••	•••	***	***
Traffic.	23	Clothing	112	13	•••	•••	***	***
-	23	Printing, stationery and tickets ,,	449	374	•••	•••	•••	"
	24	Charges for delivery and collection of goods . ,,			•••	•••	***	"
	25	Total* "	9,027	7,904	7,871	8,243	10,171	10,596
		77						
	26	Home expenditure or General administration ,,	9,187	2,706	•••	•••		
	27 28	Agent's Office	8,710	8,718	•••	•••	•••	
il		Stores Department.	2,100	600		•••	j	
-:	29 30	Medical Department	666	656	""	•••		•••
General.	31	Ronts and Miscollaneous	182	767	•••	•••	•••	
اات	32	Police	712	414		***	•••	
	33	Advertising	152	377	•••	***	•••	•••
	34	Flectric telegraph	 860	8-7	***	***	***	•••
1	35	To*	23,169	857	6 715	···		
ď	36	Law charges		15,094	6,715	6,446	3,431	3,279
ous.	37	Compensation		15	***		•••	
1 2	38	Rates and taxes	344	4		*** }	}	***
Mi*cellaneous.	39	Payments to other lines	705	657		•••		
Z	40	TOTAL* .,	1,050	677				
	41	Steam-boat service.		÷.	136	611	So So	73
		GRAND TOTAL WORKING EXPENSES. "	50,265	38,385	29,220	20.184		05.024
		3	3-,0	0-10-0	-9,-20	29,184	28,008	25,924

(by systems) during each half-year of 1901-concld.

Terper Rafigars   Darjeeling-Himalayan   Hewen-Amba   Hewen-Amba   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana   Jayana	ī	2	′ 6″				2	e' o"			<del></del> 1	
Tempor del Joseph   Depreting Hemalayan   Homes bands   Homes Seadhalls   Joseph		29		30		31		, 33		33	3	
14,659				Darjeeling-I	límalayan.					Jorh:	at.	No.
10,005   5,677   10,005   5,677   10,005   5,677   10,005   5,677   10,005   5,677   10,005   5,677   10,005   5,677   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005   10,005		rst half.	2nd half.	ıst half.	2nd half.	ıst half.	and half.	rst half.	and half.	<u>i</u>	2nd half.	
10,685 8,687	1		•••	14,649	13,116		***		•••	•••		1
10,085	1			10,214	10,190		]		•••	]		} ,
		{		10,985	8,057	•••	•••		•••	•••		<b>)</b> "
13,160	1	•••	***	3,443	6,153	***			***		•••	3
1,	١	•••	•••	1	•••		•••	}				4
					13,260							
		6,401	8,659	54,868		14,862	16,129	6,701	7,483	2,769	8,955	6
		•••	<b>/**</b>	3,292	3,478	•••		•••		•••	***	7
1,104   534	١		•••	14,762	14,055		•••	•••	•••		•••	8
		•••	•••	25,712	20,878	•••			•••		• • • •	9
			pes.	1,104					•••	•••	•••	10
1,000	1	67.0	•••	3,166	3,718	***		•••		•••	•••	11
7,696 7,377 79,741 65,761 26,468 19,299 7,647 5,184 33,732 8,272 13  2,972 3,676		_ {	·				1				i	} 12
5,884   5,976	ŀ						\\					13
5,884   5,976	ı			2,072	3,076			***		•••		14
19,741   13,650	Į											l, "
	۱						1					[  } 15
	١											
2,360       2,203       29,880       24,680       5,619       3,860       1,732       993       3,004       3,072       17           2,606       2,405                                                                                                <	ı					ĺ				}		16
2,606 2,405	I					<del></del>		1,732				1
	l											1
	I						1		1		ĺ	i .
	1			ŧ .		<b>\</b>	ļ.			1	l	1
	ı			i		į		}		l		21
	١			1	ì		1	1	1		}	22
.	١		ŀ		i		1		İ		1	23
8,314       8,255       31,439       29,253       22,107       21,996       10,006       9,859       7,636       8,255       25           11,736       10,504	١		(		Į.	į	ţ	ţ	Į	Ļ	ļ	1
	-					·	21,996		9,859			25
		***		11,736	10,504	•••				•••	•	25
		•••		14,074	13,919							27
		•••		7,982	. 8,969							28
2,620 2,166												29
		•••		2,635	2,916		•••					30
				2,620	2,166					•••		31
4,339 4.374		•••								ma		32
7,456     7,213     43,095     42,559     8,123     7,163     2,972     2,605     6,295     5,746     35         198     956                                                                                                          <				213	199							33
198   956			•••	4,339	4.374				.			-1
95     12		7,456	7,2,13	_]		-	7,163	2,972	2,605	6,295	5,740	
4,129     4,451				1	1					***	••	1
				95	1	1			- ***	***	1	
<td></td> <td></td> <td>1</td> <td>į.</td> <td>Į.</td> <td></td> <td></td> <td>ł</td> <td>1</td> <td>l .</td> <td></td> <td>Į.</td>			1	į.	Į.			ł	1	l .		Į.
613 195 17-39 1967 40 TT TT TT TT TT TT TT TT TT TT TT TT TT			-		-	- <u> </u>	_	-	_]	-		<b>-</b> }
2627				-}	-	_	_ <del> </del> -	-	-			-1
		33,040	-		-				26,24	52,72	34,63	7

[†] Details not furnished.

I Including special contribution to Provident Fund.

Appendix 46. Analysis.

### Analysis of working of each railway

Note.—These statistics are not

i	•	GAUGE.						5′ 6″				
	;	Class :	t	2(a).	3	4 (a)	4 (b)	6	7	8 (a) to (g)	9(a) to (f)	10 (a)& (b)
Seriaf number.	Particulars,	Calen- dar year 1901.	- East Indian.	Eastern Bengal,	Bengal Central.	Bengal Nagpur.	Raipur Dham- tari (2' 6")	Oudh and Rohil- khand.	North Western.	Great Indian Peninsula,	Bombay, Baroda and Central India,	The Nizam's- Guarant- eed State.
1	DESCRIPTION OF RAILWAY WORKED. Gauge of railway		5′ 6″	5° 6″	5′ 6″	5′ 6″	2' 6"	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″
<b>2</b> 1	Mileage worked Miles		2,136*72	268 04	138'89"	1,555'93	56'24	1,133'60	3,752*43	2,699'30	824`26	354'70
3	Number of stations No.		336	79	27	196	8	156	508	374	132	45
4	Total length of the following gradients:— (a) 20 and less		1*58	***	, 				71*12	19.31		100
1	(b) 1/51 to 1/50 , ,,		15'29			0,81		<b>*</b> 9*30	84*97	9,11	1*32	
	(c) ½ to 100 · · »		29,06	.,,	•**	30,11		<b>#</b> 6'41	165'95	73*29	0,20	79*19
	(d) 101 to 200,		167*03			460'19	18.60	<b>*</b> 19*15	135'55	87771	167'86	110,00
	(e) <del>101</del> to <del>200</del> · · · ·		121*49	2`45		136'97	1*95	#22.26	125'73	308'78	479S	18'22
5	Steepest gradient worked—  (a) Inclination		끍	290	700	1.	7,3	*175	, ₂ ,	27		100
	(b) Length Miles		3'98	2'45		<b>0</b> '40	2'41	#2*25	6'52	5'85	•••	2'52
	(b) Length	Calen		-43			<u> </u>			-		
6	FINANCIAL RESULTS.  Percentage of net earnings (including	dar year 1901 by half• years•		!   							,	
Ī	Percentage of net earnings (including steam-boat traffic (for each half) year on capital outlay . Fer cent.	ist half	5'07 4'76	2°20 4'13	2,32 3,42	1,83	1'76 -0'27	3'11 2'49	2'00 2'10	14°77 12°31	4°21 2°26	1 3 3 3 1 2 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9
7	Percentage of net earnings for each half-year on paid up capi- tal	ıst half 2nd "			2,51 5,41	1,13	1'76 -0'27			§2:78	3'79' 2'20	¶ 2°80
. 8	OUTLAY, EARNINGS AND EX- PENSES (Exclusive of Steam-boat Service.) Capital outlay.per mile open . R {	ist half	2,21,386 2,24,595	3,52,031 2,68,536	1,00,599 4,01,159	1,27,477 1,27,011	24,160 24,357	1,12,901 1,13,880	1,40,043 1,42,947	1,94,328   1,94,347	1,50,022 1,82,182	¶1,25,15. ¶1,25,549
9	Total earnings per mile open { per week	ıst half 2nd ,,	666 646	547 8oS	179 210	174	33 15	239	232			25 22
10	l	ıst half 2nd ,,	228 232	317 373	100 111	\$2 88	17	102	120	180		9:
11	Total earnings per train-mile . " {	ıst half 2nd ,,	4'37 4'28	4°22 4'92	3*93 3*61	3'82 3'25	1,33	3'49 3'12	3'78	4.35		4°4'
12	Total working expenses per { train-mile , }	ıst hali 2nd ,,	1°50 1°54	2°45 2°27	2°20 1°91	1'80	0.63	1,40	1'95	1.81		1.6
13	Net earnings per train-mile .,, {	1st half	2°87 2°74	1'77 2'65	1,43	2'02	0'65	2'01	1.83	2.28	1	2'8'
14	Cost per 1,000 gross ton miles moved (freight and dead- weight)	ist half	3.86 3.72	7°11 6'35	5°32 5°78	5'18 5'82	9'99	4°15 4°66	5'56 5'50	5'06	6.12	3.0
15	Percentage of total working ex-j penses on total earnings Per cent.	ret half	33'93 35'29	57°99 46°10	55.88 25.88	47'11	51'42	42.57	51.40	41,33	1	36·66 34·36
16		rst half	32°58 33°55	58°25 45°90	55'72 52'72	59°63 45°65 58°00	50°87	48'93 40'93 47'36	49°53 50°03 47°78	40*13		35°5° 33°2°
17	(Inclusive of Steam-boat Service.) Percentage of total working expenses on total earnings (for details, see items 123-29 Per cent.)	ıst half 2nd ,,	34°50 36°06	57 99 46*10	55°88 52°86	47'11 59'53	51°42 115°94	42°57 48°93	51°78 49°56			36.66 34.36

† Includes Nowshera-Durgai † Great Indian Peninsula railway only; Indian Midland

§ Indian Midland

[] Great Indian Peninsula railway only. Indian Midland

V Nizam's railway

48 Calculated on the mileage, excluding the dock estates and quarry lines constructed and maintained by

(by systems) during each half-year of 1901.

prepared by the railways not shown.

							3′ 3¾″						GAUGE.	_
11 (a) to (c)	2 (b) to (d)	14	16	17 (a) &	9 (g) to (j)	18	19	20	10 (c)	21	23	34	Class: No.	٠
Madras.	Eastern Bengal.	Assam- Bengal.	Bengal and North- Western.	Rohil- kund and Ku- maon,	Rajpu- tana- Malwa.	Jodhpur- Bikaner,	Udaipur- Chitor,	Bháv- nagar- Gondal- Junágad- Porban- dar.	Hyder- abad- Godavari Valley.	Southern Mahratta.	South Indian,	Burma.	Calendar year 1901.	Serial number.
5 <b>'</b> 6"	3′ 3¥″	3′ 3∄″	3' 3¾"	3′ 3₹″	3' 3 <del>1</del> "	3′ 38″	3′ 3³³″	3′ 3₹″	3' 3 <del>1</del> "	3′ 3₹″	3′ 3₹″	3′ 3 <del>3</del> ″		<b>}</b> 1
1,362*93	698,91	580.04	1,269'82	266'57	1,807'80	736*27	67*30	455*18	391*42	1,595'09	1,110'21	1,177'70		) } 2
272	110	85	322	47	250	71	7	64	42	218	182	186	•••	} 3
***	0.32	***	•••		3*40	441		•••	•••	2'94	•••	<b>51'7</b> 9	•••	]
22.84	064	1,32	•••	6'41	0,53	•••		0.02	•••	48'37	•11	27*23	•••	
49'43	2.13	6.07	0'28	7.29	18'74	***	1,10	0.34	***	524'89	1 19*39	43'30	•••	}
<b>3</b> 70'68	18'57	80.86	5'11	4'40	306'40	159*82	30°75	121*23	221.73	246.89	207'91	147'83	***	
153'53	13*34	28.11	4*05	5.81	149.83	57*11	<b>6</b> .98	63.00	13'95	93'71	82.48	101'41	•••	].
ร้อ	និប និប	às	<b>200</b>	10	•••	150	7 ¹ 0	<del>1</del> 7	133	<del>}</del> 0	100	Z ¹ Z		h
0.80	0*37	0.21	3'42	3,00	•••	2*31	0,46	0.02	5'41	2.04	3,15	9'81	•••	5
1'98 2'25	3,C8 3,63	0°33 0°27	3°35 2°27	5*^7 2'91	6 [,] 27 4 [,] 15	1*91 3*39	2°44 2°18	2.21	1,36 3,20	1'22 0'64	3.61 3.49	2 <b>'</b> 96 1'70	Calendar year 1901 by half- years. 1st half 2nd ,,	} 6
1,88 1,88		***	<b>1</b>	:::	•••		•••	:::	2'19 1'24		***	2'72 1'54	1st half 2nd ,,	} 7
1,35,986	81,609 82,144	1,16,046 1,17,402	70,140 71,436	41,659 41,989	75,775 76,071	23,871 26,146	29,818 30,637	##49,518 ##49,696	59,464 60,675	79,289 79,446	69,433 69,633	87,927 89,116	ıst half 2nd ,,	} 8
234 226	178 202	72 68	155 122	131 109	326 256	52 62	66 60	94 65	107 92	107 88	179 186	223 172	ıst half and "	} 9
115 118	88 88	54 55	б2 б1	51 58	137 130	34 29	37 35	45 44	49 59	70 68	80 89	116	ıst half 2nd ,,	}10
3°56 3°43	2'93 3'15	3 41 3'06	2,34 5,34	3°15 2°63	3'97 3'99	2°49 2°77	4*48 4*13	4'01 3'19	2.21 3.81	2.64 2.37	3'13 3'17	3.21 3.21	1st half 2nd ,,	}"
1°74 1°80	1*44 1'37	2°58 2°50	1,18	1,30	1.67 2.03	1.62	2 56 2 40	1.07 2.12	1,51	1'71	1'40 1'52	1'87 1'92	ıst half 2nd ,,	} 12
1.23	1°49 1°78	o.20 o.83	1,16 1,50	1'93 1'24	2 <b>.3</b> 0	0.82 1.46	1'91 1'73	1,03 3,04	1'54 0'90	o'93 o'54	1°73	1'74 1'05	ıst half and "	} 13
5.60 2.55	7°74 8°19	11.02 11.42	5'31 5'94	7°c0 9°07	6:58 8:16	9°33 6°77	11,03	10°83	5'80 8'49	10,38 0,19	7'77 8'23	9°31 10°26	1st half 2nd half	}14
49°05 52°41	49'09 43'57	75°54 81°83	40*15 49*85	38 81 52 92	42*10 50*95	66°05 47'17	57'22 58'09	49'15 68'11	45°25 64°25	64 <b>·</b> 76 77 <b>·</b> 39	44°71 48°02	51 <b>.</b> 89	1st half 2nd ,,	} 15
49°65 51°29	46.68 41.61	75'22 81'55	38·83 48·77	37.93 52.51	41°48 50°01	65°14 46°06	57'14 57'98	48 [,] 67 67 [,] 88	44°09 63°67	26.36 63.30	44'22 47'52		ist half and "	}16
49°05 52'41	51°24 46°14	75'58 81'76	40°43 49°16	38°44 52°46	42°10 50°95			49°15 68'11	45°25 64°24	64 <b>°</b> 76 77°39	44°7- 48°02	52'32 65'13	ıst half 2nd "	} 1;

(2' 6" gauge) railway for 1st-half only.
railway for 1st and 2nd halves 2'72 and 1'35 respectively.

railway for 1st and 2nd halves 1,27,582 and 1,30,252 respectively.

the Native States as separate undertakings from the Bhavnagar-Gondal-Junagad-Porbandar railway.

P. T. O.

Appendix 46. Analysis.

## Analysis of working of each railway

Note.-These statistics a

-		la	. 1								Note.	—These stat	stics are not
		Class	-	1 0/0	.	. 1 .	(a)	1 (1)	5′		04-24-4	1 4 24 4 3	,
ber.	PARTICULARS.	No.		2 (a		3 4	(a) —	4 (b)	6	7	S(a) to (	g) 9 (a)to(f	(a) and (b)
Serial number.		Calen dar yea 1901 by half years	East Indian	Easter Benga		gal Ben ral. Nág	gal- pur.	Raipur- Dham- tari (2'6").		Wester	Great Indian Peoinsul	. Fand Cen	Nizam'a
	DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.												
	Total working expenses for both coaching and goods traffic, in thousands of Rs R	{ st hal	f 1,22,0, 1,24,59				,80 ,68	25 26	25,0 28,1	1,14,0			7,87 6,34
	Proportions, dividing expend- iture in ratiot of gross ton- mileage (freight and dead load)—												
19	Coaching in thousands of Rs ,,	ist half	28,70 33,57				,21 ,39	7 13	9,90 11,75				1,57 1,45
30	Goods in thousands of Rs ,,	st half and ,,	93,34 91,02				,59 ,29	18 13	15,08 16,39		90,39	27,14	б,30 4,89
	COACHING TRAFFIC.						Ì						
	Gross receipts and train-mileage (in thousands)—												
21	Receipts from coaching traffic R	ist half and ,,	1,08,18 1,20,07	16,61 15,43				17	27,51 29,84	70,62 78,05	66,91 63,30	31,57	4,86
22	Coaching train-miles run	ıst half and "	3,049 3,209	532 553	10	, 8	34 36	12	1,043	2,472 2,769	2,704 2,826	27,61 838	4,49 136
23	Average coaching receipts per train-mile	ıst half 2nd ,,	3°55 3°74	3'12 2'97	1	3'	50	1°43 0°96	2 64 2.65	2.86	2,47 2,44	3°82 3'20	3'5S 3'30
						-	- -						3 30
	Units and Unit-Hile age-												
	Number of units carried one mile (in thousands) —									,			-
24	ist class Unit-miles {	ist half	4,083	727	39			2	1,228	3,710	5,323	1,812	310
25	and ,, ,, {	ist half	12,920 14,838	1,794	43 277	2,20	4	3	1,364 4,185	3,377	6,199 24,208	1,509	305
26	3rd or intermediate class ,,	ist half	44,213	9,725	322 1,066	3,26 5,92	5	15	4,715	36,635	24,881 \$41,617	9,367	1,500 14,881
27	th or lowest ,, ,,	ist half	47,735 616,891	100,324	20,717	5,39 209,04	2 1	29 1,447	165,513	37,910 446,345	140,789 1372,045	21,771	14,734   27,250
28	Total passeoger uoit-mileage "	ist half		82,766	20,269	202,17	, l	1,467	175,269	481,656	ll335,750 443,185	146,301 208,459	34,328
29	Other coaching traffic . Ton-miles	st half	8,965	95,773 763	147	211,67		1,149 5	1,280	534,171	410,619 7,036	178,948 2,594	32 807
	Average sum received for carrying a unit one mile—	"	11,439	730	136	1,285		5	1,514	6,107	6,228	2,274	232
30 1	st class Pies	st half	14.61	14'13	14°31 15°12	15°93 14'29	,	6.81	11'49	10,12	10,00	9.76	14.64
31 2	nd ,, , , , , , , , , , , , , , , , , ,	st half	6.16	6.87 6.48	7.24	6.02		6 99	5'25	10 61 4'31	10°79 4°30	10'10	12'38
32 3	rd or intermediate class . ,, 5 1	st half	3°26 3°27	3.08	7°23	3,14	1 :	7 50 3-00	5°23	4°53 3°01	4°26	2'99	4'22 T2'50
33 4	th or lowest " , , , , , , , , , , , , , , , , , ,	st half	2 48 2 43	2.26	3*45	\$.52 \$.52		3'00 2'00	3.03	3 01	12.02	2 99	12.20 13.20
34 A	verage for all classes , , 5 11	st half	2.62	2.48	3,10	2,31	:	2'00	2'48	2.42	2 36	2.29	2'32
35 O	ther coaching traffic per ton-	t half	29.68	49 99 49 77	3°11 39°79 41°33	2'43 41'99	39	9.30 9.30	2'65 40'29	33.42	2 40 33'63	2°59	33.06
					7- 33	37'10	30	648	40 15	33.67	36 75	29.68	48.30

Excluding stram-boat expenses, and after deducting telegraph
† For "freight" passenger units (items 24 to 27) have been
First class passenger with free luggage
Second "
Third or fourth class passenger with free luggage
plus the ton-mileage of other coaching traios.

Third class by mail traio
| Third class by other than mail train.

(by systems) during each half-year of 1901-contd.

prepared by the railways not shown.

repared 1	3′ 3½″													
(a) &	2 (b) to (d)	14	16 -	17 (a) & (b)	19 (g) to(j)	18	19	20	10 (c)	21	23	24	Class : No.	ı.
Madras.	Eastern Bengal.	Assam- Bengal,	Bengal and North- Western.	Rohil- kund and Kumaon.	Rajputana- Malwa.	Jodh- pur- Bikaner,	Udaipur- Chitor.	Bháv- nagar- Gondal- Junágad- Porbandar	Hydera- bad- Godávari- Valley.	Southern Mahratta.	South Indian.	Burma,	Calendar year 1901 by half- years.	Serial number.
38,ç\$ 38,78	15,56 15,72	7,50 8,03	18,45 18,45	3,76 4,10	62,55 59,26	5,89 5,33	65 61	5,26 5,11	4,02 5,46	28,08 27,49	21,86 <i>2</i> 4,16	33,20 33,15	ist half and ,,	} 11
11,90 11,45	5,66 5,58	<b>3,</b> 35 3,75	7,03 S _A 9	1,32 1,73	11,69 15,25	2,46 2,23	36 34	2,66 3,05	1,73 2,61	9,62 10,70	11,16 11,71	11,20 12,60	st half and ,,	} 1
27,09 27,33	9,90	4,45 4,28	11,42 9,97	2,44 2,37	50,86 44,01	3,43 3,05	29 27	2,50 2,06	2,29 2,85	18,46 16,78	10,70	22,00 20,55	1st half 2nd ,,	} 2
•								•						
31,11 30,54	14,12 13,75	6,37 5,17	19,35 20,81	4,07 3,76	36,98 37,29	3,59 4,86	53 50	5,78 4,80	3,97 3,85	14,45	27,23 27,47	29,47 24,48	1st half 2nd ,,	} :
1,052 1,033	465 <b>5</b> 16	134 166	812 907	135 143	1,061 1,031	162 150	14	156 157	155	685	892 866	669 685		}
5,70 5,83	3'04 2'67	4°74 3°12	5,33 3,38	2.03 5.03	3°48 3°42	2,40 3,20	3.20	3.06	2'91 2'49		3°05 3 17	4°40 3°58	1st half 2nd ,,	}
	•													
2,147	417	125 141	398 369	125 164	97 <b>5</b> 849	71 170	14				764 731	884 858		}
1,805 6,665	1,424	268	819 832	722 801	4,096	563 713						4,368	st half	}
7,256 914 878	5,853	119	2,325 2,614	273 290	10,337	:::	68 63			:::			ıst hal	}
202,03S 205,507	85,069	3 ⁵ ,753 29,035	165,872	27,068 23,276	2,81,889		4,337 4,06	32,71				164,32		}
211,S04 215,746	02,563	37,465 29,813	169,414	l	297,297		4,45		7 32,74 1 31,83				7 ist half 2 and ,,	}
2,121 1,791	552	146	523								60. 4 57			}
11.01 11.01		15'22												3
5°3'	1	7:60	6.00			6'04 5'9			51 4°	76 5°0			6 2nd "	- P
4°59	0 2.70	4'5	3'0.			8	3.0						1st half 2nd ,,	1
3.3 4.3	3 2'5	3'0	0 2:0							00 2'0		3.	03 1st half 05 2nd ,,	
2'4	4 2.6	3 30	3 3.0					13 2.	92 2	15 2.	17 2.	10 3	18 1st half 22 2nd ,,	-
37.0	9 49'3	6 47'4 6 41'5	3 43°6 39°3		30 2 30 29*8				81 44 76 53	'34 44' '67 44'	72 46· 51·		76 1st hal 2nd ,,	

and sundry receipts, and leaving only the balance of payments to other lines for mileage, etc. converted into tons at the following rates, vis.:—

o to ton.

o o8

o o6

,

#### Analysis of working of each railway

Norm .- These statistics are not

												Note	These statis	stics are not
			Ī	GAUGE.						5' 6"				
		•		Class:	1	2 (a)	3	4 (a)	4 (6)	6	, 7	8 (a) to (g)	9(a) to (f)	10 (a) & (b)
Serial number.	PARTICULARS.			Calendar year year igoi by half- years.	East Indian.	Eastern Bengal,	Bengal Central	Bengal- Nágpur.	Raipur Dham- tari (2' 6").	Oudh and Rohil- khand,	North Western,	Great Indian Peninsula.	Bombay, Baroda and Central India.	The Nizam's Guaran- teed State.
	COACHING TRAFFIC	C—contd	7.											
	Units and Unit-milea	GE <i>-cond</i>	cld.											
	Average number of us a train-	nits in	_	1 15		1,36	0,32	0.52	0*14	1,18	1,20	1'97	2,16	2,50
36	ıst class	No,	į	ist half and ,,	1'34 1'36	1,32	0.48	0.85	0.07	1.31	1,33	2,10	1'75	2.52
37	2nd ,, .	',,	{	ist half and ,,	4'24 4'62	3°37 3°51	3.62	2.64 3.40	0'27	4'01 4'18	4.00 4.00	8.21 8.02	10.82	13'91
38	3rd or intermediate class	,,	{	ist half and ,,	14°50 14°87	18.28	9.9S	7°10 5°77	5,00 1,31	10 <b>'</b> 34 10 65	14°82 13°69	*15'39	52.53 50.02	21692
39	4th or lowest ,, ,,	,,	{	ıst half and ,,	213,32	189°60 149°67	193'80 193'80	250 GO 216'05	124'69 81'80	158°76 155°47	180°53	†119°S7	202°13	225,36
40	Total passenger units	,,	{	1st half 2nd ,,	234,10 333,10	212'61 173'20	206'73 248'50	226.30 361.10	126'41 84'03	174°29 171 51	201 <b>.</b> 21	163°92 145°30	248°76 207°34	253°12 240'83
41	Other coaching traffic	Tons	ş	ist half	2°94 3°56	1'43 1'32	1'38	3.28	0°42 0 36	1°23 1°34	1'78 2'21	2.20	3,10	2'93 1'70
	VEHICLES AND VEHI	ICLE-					}	-						
	Number of coaching ve thousands) hauled one m	hicles (	in											
42	i '	ele-miles	-{	ıst half and "	4,372 4,762	60S	118 89	1,192	3 3	1,324	3,324 3,613	4,302 4,541	910 915	366 364
43	and ,,	,,	{	ist half and	į .	612	141	1,229	3 3	1,197 1,297	3,247 3,458	5,541 5,673	1,675	316 321
44	3rd or intermediate class	,,	ş	ıst half and ,,	3,919 4,424	1,249	182	\$67 945	h i	1,658 1,574	3,532	* 2,675 * 2,804	828 846	1,467
45	4th or lowest ,,	)1	{	ıst half and ,,	28,720 30,829	4,029 4,143	939 858	9,411 10,07S	107	7,676 8,585	22,14S 23,052	†16,475 †16,745	6,759 6,757	1,523
46	Other vehicles	,,	{	ist half and	4,511	937	223	1,075	3	574 223	3,046	4,334 4,417	1,579	240 270
47	Brake-vans	,,	{	ist half and ,,	5,273 5,500	565 557	132 142	1,662	21 24	1,899 2,066	4,619 5,054	4,758	1,028	272 273
				1st half	51,118	8,000	1,755	15,436		14,328	39,916	38,115	12,897	2,671
48	Total .	**	₹	and ,,	54,644	8,127	1,593	16,595	137	15,714	43,789	39,157	12,900	2,751
	Average number of veh coaching train-		a											
49	ist class .	No.	{	ist half	1*43 1*48	1,13	1,10	1°43 1°27	0°27 0°23	1°27 1°30	1'34 1'31	1 61	1.08	1°19 2'67
ξo	2nd ,, .	,,	{	ist half and "	1'42 1'44	1,12	1'32	1'47 1'41	0°27 0°23	1,12	1,32	2°05 2 01	2'80 1'87	3,30 1,00
51	3rd or intermediate class	,,	{	ıst half and "	1'29 1'38	3,15 5,32	1,20	1,01	0.10	1,20	1°43 1°38	0'99	1'13	4'78
52	4th or lowest ,,	,,	{	ist half and "	9*42 9*61	7°57 7°49	8·79 9·73	11,52	7.76	7.36	8°96	†6°10	8.04 5.83	וֹן צוֹינוֹנ
53	Other vehicles	,,	{	ist half and ,,	1'48 1'41	1°76 1°85	2,33	1,31	0°27 0°78	0°55 0°64	1.53	1.60	1.24	0.78
54	Brake-vans	"	{	ıst half 2nd ,,	1 73 1'71	1,01 1,00	1°43 1°61	1.99 1.96	1.83	1 S2 1*S3	1°87 1°82	1'77	1'23	0.80
55	· Total .	,,	Ş	ıst half	16.77	15.03	16.13	18*50	11,83	13'74	16.14	14'10	15'3	8'70
	Average earnings per co vehicle per miles-	oaching	4	2nd ,,	17.03	14.70	1 806	17.73	10'74	13.04	15.85	13.86	14 95	30.10
56	1st class	Pies	{	st half and ,,	13.64 13.37	16.36	4.69 7.31	9.46 10.03	9°08 5'36	10.02	9,85 11,32	13.00	10.42	12,12
57	and "	и,	{	ist half and "	18'42 19'53	20,13	14.77	12,46	7.06 4.5	18.30 19 05	15'30 14'70	18'78	33.55	26.18
58	3rd or intermediate class	,,	्र	st half	36°76 35 28	23°97 26°59	20.68	21'64 18'36	j	20,03	31,51	* 46°50 * 43°48	29°25	33.62
59	4th or lowest	,,	S	ıst half 2nd ,,	53°19 53 84	56'64 49'71	66°16	50°01 46°39	27.20 21.83	53.00	45.60	† 46.50	56.93	45'46 41'80
бо	Other vehicles	,,	5	1st half 2nd ,,	58.97 74.54	40'72 35'47	26°37 26°09	41°55 38°71	61,25 10,85	80.83	43'60 48'70	54'59	49'60 50'78	56.10
			- (		,	35.47		30 /1		184.04	73'74	51.48	42'44	41'30

Third class by mail trains.

[†] Third class by other than mail trains.

(by systems) during each half-year of 1901-contd.

prepared by the railways not shown.

					,		3′3¾″						GAUGE.	Π
(a) &: (c)	2 (6) to (d)	14	16	(a) & ( )	9 to (g) (j)	18	19	20	10 (c)	21	23	24	Class:	١.
Madras.	Eastern Bengal.	Assam- Bengal.	Bengal and North- Western.	Rohil- kund and Kumaon	Raj- putana- Malwa.	Jodh- pur- Bikaner.	Udaipur- Chitor.	Bháv- nagar- Gondal- Jun'igad- Porban- dar.	Hyder- nbad- Godá- vári Valley,	Southern Mahratta.	South Indian.	Burma.	Caleo- dar year 1901 by half- years.	Serial number.
		-1			·	_								
2.02 1.12 0.5	0,30 0,30	0.05 0.55 2.00	0,41	0'91	0°92 0°78	0'44 0'90	0.88 0.08	1°17 0'87	1.38	1°16 1°12	o'86 o'84	1.32	ist half	}
7.03	3°06 3'96 12'60	1 89 o.88	0'92	5'31 6'23	3 86 3 31	3°47 3°75	2.48	7'48 5'45	7.80 7.80	4*04 3 52	3°01 4°02	6•53 4'92	ist half	}
o*86 o*85	11'22	0.12	2.88	2°01 2°03	9.74 9.03	•••	4*92 4 42	7°10	***		***	::	ist half	}
199,18	15863 15863	275°06 175°01	199.84	199°02 162'82	266.30 362.42	190'77	315°16 290 77	210°00 174'53	230 <b>'</b> 33 196 74	189*31 156 32	257°40 268 63	245'62 193'96	ist half and "	}
199°47 20S°80	173'60 199'66	275'86 178'50	501.02 502.22	207'25 172'22	280°27 279°41	204°17	323°68 268°50	187°15	240°03 20 <b>5</b> :85	194,21	261.52	253°47 200°13	ist half	}
1'73	1.10	1,02	0°55	1'07 0'91	5,51 5,41	1,18	1°54 1°37	0.89	o'98 o <b>7</b> 0	1,53	o 66	1 18	1st half 2nd ,,	}
1,359	580 616	213 291	1,415 1,457	204 217	1,673 1,698	193 241	17 17	312 304	294 316	\$05 832	977 988	1,216 1,205	ıst half 2nd ,,	3
1,585	540 621	210 273	1,283 1,359	174 200	1,604 1,617	22¢ 260	17 19	433 410	305 313	901 894	1,213	1,614 1,567	sst half	]
410 275	1,139 1,072	123 194	1,265 1,429	105	834 865	•••	26 27	242 256	•••				st half	
8,554 8,551	5,056 5,311	2,077 2,079	12,022	1,612 1,602	17,072 18,100	1,970 2,450	242 223	1,881 1,845	1,545 1,500	8,604 8,077	12,704 12,551	10,668 10,551	1st half 2nd ,,	}
1,555 1,140	79¢ 697	40 ⁹ 233	274 284	86 10S	1,304 1,087	169 245	3 4	127 116	172 147	667 854	2,182 2,253	898 678	1st half 2nd ,,	}
***	4 ⁹ 4 531	190 234	1,471 1,665	257 250	3,145 3,202	492 556	49 51	411 402	273 309	1,270 1,049	2 3	912 1,182	1st half 2nd ,,	}
13,503	8,504 8,675	3,221 3,309	17,770	2,41F 2,50S	25,632 26,569	3,049 3,752	35‡ 341	3,405 3,333	2,559 2,594	12,197	17,078 16,980	15,30 ^S 15,183	1st half 2nd ,,	
1,31	1°25 1°19	1°53 1°75	1°76 1°61	1'50 1'52	1.2g 1.2g	1*19 1*27	1°20 1 22	2°00 1°94	1'04 2'04	1°20 1°21	1'09 1'14	1.82 1.26	1st half 2nd ,,	1
1,40 1,40	1°16 1°20	1.20 1.64	1°58 1 50	1'29 1'40	1°51 1°48	1 37	1°21 1 38	2°78 2°62	1'03	1°34 1°30	1°36 1'37	2,41 3,41	1st half 2nd ,,	
0'37	3,42 3,42	0'92 1'17	1.28	0°77 0°70	0'79 0 79	:::	1 87 1 93	1.20 1.63		:::	•••	•••	ist half and ,,	
5.20 8.20	10,3g 10,88	15°46 12°53	14°E0 14 30	11.85	16.09 16.58	12'15 12'50	17'62 15'93	12'03 11'78	5'49 9'76	12'83 11 79	14°25 14 50	15 95 15 41	1st half 2nd ,,	
1,42 1,10	1°71 1 35	3.04 1.44	0,31	o.63	1.50 1.00	1,04	0°22 0°27	0 82 0 74	0,02 0,01	0'99 1'25	2'45 2'60	1°34 0 99	ıst half 2nd ,,	
***	1,03	1'41 1'41	1.83	1.8¢	2,82 3,80	3.03	3'59 3'65	2.64 2.25	0°97 2 00	1.83	0°02 0°00	1.32	ıst hali 2nd ,,	[
12°72 12 62	18,40	23°97 19°94	21.82	17'03	24°16 24'31	18 So 19*76	25 71 24°38	21.28	9,50		19*15	22 38	ıst hal	
18:41 17:59	0.0 <b>3</b> 0.00	7.31 8.31	3'55 3'18	15.84	7.73 6.67	1	14°65 14°83	6.22 2.04	6.63		9'11 8'43	10.69	1st hal 2nd "	
22°57 22°10	17°36 14°59	9.go 8.88	3,22 3,22	34.67 32.48	14'41	16.39	19'43 18'02	11.40	16 69	13.60	13.03	14'96	ist hal	
10'03 14 <b>'</b> 39	14°14 16°35	4'33 2'88	5'59 5'57	10'46 11'51	36.80	1	7'c2	15'43		***			ist hal	, ,
52 70 51 50	42'07 38'29	53'38 42'85	27°59 27 94	36.40	33°04 32°07	31.81	36.49	40 74	40'3	3 27'10	37'c0 37'62	38 38	and ,	,
51.32 21.38	27'92 38'89	16'97 29'71	77'56 69 30	99.38	59°22		236°14	63.21	34*4 39*6	50°70 2 44°12	12'77			

# Appendix 46. Analysis.

-	lysis.						<u> </u>			Note.	These stati	
		GAUGE			1		5′6	· · · · · ·	! _	(8)(-)4-(-)	a (a)ta(4)	20 (-) 2.(1)
Serial number.	Particulars.	Class: No. Calen- der year 1901 by half-	East Indian.	Eastern Bengal.	Bengal Central,	4 (a)  Bengal- Nagpur.	Raipur- Dham- tari (2' 6",)	Oudh and Rohil- khand,	North Western	Great Indian Peninsula.	Bombay, Baroda and Central India.	The Nizam's Guaran- teed State
ชื่	COACHING TRAFFIC—contd. VEHICLES AND VEHICLE-MILEAGE—concld.	years.							,		mua.	
бі	Carrying capacity hauled one mile (excluding brakes) (in thousands)—  1st class	ıst half 2nd .,	64,717 69,469	12,512 12,802	2,046 1,676	15,056 15,090	37 38	26,42.1 30,734	47,362 51,564	56,179 59,388	20,989 21,133	4,651 4,860
62	2nd ,, ,, {	ıst half 2nd ,,	95,879 102,557	15,787	3,150 2,741	21,872 23,580	37 38	32,019 34,976	63,469 67,324	145,864 148,475	73,383 70,749	5,611 7,213
63	3rd or intermediate class . " {	ıst half and .,	197,359 223,151	67,446 61,873	9,947 8,655	31,674 34,149	)	58,037 54,964	119,692 130,798	*144,231 *153,711	53, ⁶ 94 54,618	85,834
64	4th or lowest class ,, {	ıst half 2nd ,,	1,693,100 1,803,762	234,818 240,103	51,778 47,342	495,389 545,221	3,264 4,212	452,057 471,573	1,150,487 1,311,302	†837,412 †848,187	378,321 375,890	89,142
б5	Other vehicles	ıst half	41,536 37,606	8,484 9,281	4,229 3,;81	8,394 10,167	2 5	15,745 17,202	33,502 32,885	23,168 23,963	7,880 7,937	4,745 5,188
cc	Percentage of freight upon capacity hauled—  1st class Per cent. {	ıst half	6,31	5.80	1.89	4*70	4'50	4.65	7'85	9*48	8.63	6.67
66	à	2nd ,, 1st half	6°27	11,36 2,81	2°56 8°79	5°53	2.60 8.42	4°44	18.12	16.24	7*14 16:58	33.63
67	and ,, ,, ,	2nd " 1st half	14.47	12'41	11.76	13 84	4.60	13*48	30.61	16.76 #28.85	13'24 4 ⁶ '73	24 <b>'</b> 96
68 <i>6</i> 9	3rd or intermediate class ,, } 4th or lowest intermediate	and ,, ast half	21°39 36°44	16.69 42 <b>.</b> 97	40.01	15*80 42*20	44 71 27 20	21°84 36°61	28°98	*26.54 † 44°43	39°86 44.77	37'43
70	Other vehicles , , {	and ,, ast half and ,,	37 ⁻⁸ 4 21 ⁻ 58 30 ⁻ 42	34°47 9°00 7°87	42*81 3*49 3*60	37.08 12.68 12.64	325 66 96.02	37°17 8°13 8'80	36'73 13'11 18'57	30°37 23 99	38.92 28.02	J 35°44 8°3€ 4°42
71 72	WEIGHT OF TRAIN AND TON- MILEAGE. Gross ton-mileage of all coaching trains (in thousands)— Freight	ist half 2nd ,, ist half 2nd ,,	50,073 56,987 693,518 848,229	7,617 6,545 117,247 120,798	1,482 1,460 24,860 21,940	14,209 14,084 202,254 232,992	93 74 577 629	12,315 13,264 227,473 238,673	34,664 38,517 564,287 627,414	34,324 31,611 616,533 639,583	13,417 13,259 196,734 199,541	2,50 2,24 37,09 37,88
73	Total	1st half 2nd ,,	743,591 885,216	124,864	26,342 23,400	216,463 247,076	670 7°3	239,788 251,937	598,951 665,931	650,857 671,194	212,151 212,800	ვე,ნიე 40,133
74	Average weight of a coaching train— Freight Tons	ıst half 2nd ,,	16.42 17.76	14'32	13*86 16*55	17°03 15°05	8°02 5 41	11.42	14 ['] 02 13'91	12'70 11'19	18 <b>.</b> 40 12.36	18*4 ⁵
75	Dead weight , . ,, $\left\{  ight.$	ist half and ,,	227 46 258*08	220*31 218*45	232°56 248°62	242'46 248'98	49*74 46 o3	218°20 211,71	228°23	228°04 226°32	234 76 231°20	273'5 278 1
<b>7</b> 6	Total ,, {	ıst half 2nd ,,	243'88 275'84	234*63 230*29	246.43 265.14	250°49 264°03	57°76 51°44	230°01 223°47	242.22 240.23	240°74 237°51	253°16 246°56	292 <b>°</b> 01 294 ба
77	Cost of Working AND Profit— Average cost of hauling a coaching train one mile R {	ist half	0°94	1°67 1°46	1°31 1°53	1°34 1°53	o*58 o'99	0,04 0,00	1°35 1°25	1,25	1.80 1.20	1,0,
78	Average cost of hauling a coaching vehicle with its load one mile	ist half and ,,	12*02 13*12	22'03 20'52	16.81 16.81	15 63 18 70	21 04 11,00	10.23 12.30	18*12 17*18	18·98 23 89	30.01 31,13	12°6
<b>7</b> 9	Average cost of hauling a coaching unit one mile—  Per passenger unit	ıst half 2nd "	o 73 o 78	1,30	1,03 1,03	0.03 1,51	o*85 2*07	1,11	1'18 1'15	1'24 1'73	1*07 1*53	o 8 o 7
60	Other traffic per ton , ,	ist half and ,,	6°06 5°22	30.08 30.08	19 71 26 19	13,26 13,66	9°01 43°22	6·55 7·49	11 <b>'</b> 95 7 99	16 99	10 97 15'38	7'1 11'3
81	Average profit on working a coaching train one mile , R {  Average profit on working a coaching vehicle one mile	ıst half and ,,	2.63 5.63	1°45 1°33	2°30 2°83	2.16 1.60	0.03 0.03	1,21	1.21 1.21	1°25 0'73	2.65 1.31	2°4: 2°2;
82	ist class Pies {	ıst half 20d "	1.62 0.25	-6.07 -4.16	-12°12 -10°58	-6·17 -8·67	-2°01 -15 68	-4°73 -5°92	-6·77 -7·26	-5.38 -6.19	-1.67 -9.40	-0.3
83	2nd ,, ,, {	ıst half 2nd "	б•40 6•41	, —2*8a 0'19	-2.04 0 02	-3 17 -4°92	-4 03 -16.79	2'97 2'49	-2.82 -2.48	0°20 5°20	12°43 3°21	13'5 12'3
84	3rd or intermediate class, $\left\{ \right.$	ıst half 2nd ,,	24'74 22'16	1.04 6.04	3 87 10 29	6.01 0.31	) 16.47	4'63 6'55	13°09 12'69	#27'52 #19'59	/ 58·14 41·11	h
85	4th or lowest intermediate class $$ " $$ $$	ıst half and ,,	41°17 40°72	33°71 29°19	49*35 52*94	34°38,	84	37'67	27°48 26°42	†27°22 †17°41	35'81 23'56	30.2
85	Other vehicles ,, {	ıst half 2nd ,,	46°95 61°15	17°79 14°95	9°56 8°20	25'92 20'21	50'43 -4'22	74.44	30°58 56°56	35'61	29'66 16'40	43°5 30'0

F Third class by mail trains.

DIX 46—contd.
(by systems) during each half-year of 1901—contd.
prepared by the railways not shown.

Appendix 46. Analysis.

	<u> </u>				<del>,</del>	3' 3	₹″ ———						Gauge.	Γ
(a)to(c)	2 (ō) to (d)	14	16	17 (a) & (b)	19(g)to(j)	18	19	20	10 (c)	21	23	24	Class: No.	
Madras.	Eastern Bengal,	Assam- Bengal.	Bengal and North- Western.	Rohil- kund and Ku- maon.	Rajputana Malwa.	Jodhpur- Bikaner,	Udaipur- Chitor.	Bhav- nagar- Gondal- Junagad- Porbandar	Hy dera- bad- Godavari Valley.	Southern Mahratta.	South Indian,	Burma.	Calendar year 1901 by half- years.	
16,000 15,998	7,205 7,409	1,974 2,839	13,473 13,830	2,444 2,603	17,503 17,764	2,288 2,886	205 218	3,166 2,852	5,700 5,849	6,460 6,678	8,521 8,618	9,953 9,460	ist half and ,,	}
20,932 27,024	6,479 7,297	3,276 4,251	19,569 20'/60	1,586 2,396	19,565 19,401	2,810 3,264	200 233	5,534 5,220	7,061 7,351	11,189	15,233	18,708 17,612	tst half and ,,	}
18,043 12,081	21,972 18,799	2,494 4,813	27,756 31,322	2,373 2,331	20,880 21,682		616 647	3,479 3,439	***				ıst half 2nd ,,	}
454,902 471,736	159,268 1,65,560	72,651 74,704	357,492 370,678	54,980 53,990	557,390 584,606	63,793 81,958	7,104 6,398	57,89\$ 56, <b>\2</b> 8	72,267 70,953	- 27 ⁹ ,019 262,137	394,985 390,446	318,251 316,685	ıst half 2nd "	}
7,142 4,800	4,099 3,645	2,210 738	784 730	460 572	ర్,435 6,110	1,516 2,183	16 15	460 419	1,068 938	1,772 2,548	5,273 5,433	3,900 3,666	ist half and	}
12'71 11'28	5 79 5*47	6*31 4*95	2°96 2°67	5'10 6'28	5°57 4 78	2,00 2 00	6 61 6'40	5°75 4'77	3°25 3°47	12*01 11*51	8 96 8 48	8 <b>'</b> 88 9 <b>'</b> 07	ist half and ,,	}
26'85 26'85	20'90 20'90	8°19 7°37	<b>4'1</b> 9 4'01	45°53 37°19	20 94 18 50	20.03	17.98 16.69	21 of 16'37	16°07 16°40	21.43	17.63 23.38	23°35	ist half and ,,	3
5°07 7°27	30°77	4 <b>°7</b> 5 2°59	8.34 8.38	11'52 11'44	49 <b>°</b> 51 45 <b>°</b> 48	:::	9'52	28.60 31.48	•••	:::	•••	<b></b>	ist half and ,,	3
44*43 43*63	53°41 49°41	38.84 28.84	48'91 48'40	49°23 43°11	50°57 49 71	48°32 46°32	61°05 63'48	56.20 48.10	43.48 42.83	45*67 40*86	58.11 59.21	51 <b>.</b> 63 41.93	ist half and ,,	
28.89 37.31	· 13·46 14·44	23.03	65:65 68:43	31.42 31.42	39.38 30.58	10°37	131'36 128'84	36°70 33'13	12,21	46'85 33'12	10'52	18 07 21 98	ist half and "	
		,	•											
15,048 14,953	6,163 5,944	2,404 1,959	10,720 11,639	1,857 1,631	20,514 20,846	2,160 2,572	290 271	2,309 1,920	2,212 2,051	8,742 7,541	14,667 14,879	11,002	ıst half 2nd "	3
197,3 8 191,278	66,959 62,179	26,797 29,861	121,870 131,209	16,888 17,404	157,097 166,111	24,161 31,150	2,757 2,696	22,218 21,680	27,771 28,748	95,221 95,532	128,819 127,357	109,252	ist half and ,,	
212,406 205,231	73,122 65,123	29,201 31,820	132,590 142,848	18,745 19,035	177,611 186,957	26,321 33,722	3,017 2,967	24,537 23,600	29,883 30,799	104,063 103,073	143,516 142,236	120,254 122,865	ist half	
14°17 14°47	13 27 11 53	17.89	13'20	13'65 11'41	19'34 19'10	13'32 13'54	21 06 19'40	14'83 12'26	15°48 13°26	13'03	16'45 17'18	16'44 17*21	ist half	
185'87 185'12	144*12 120*59	199°46 179°99	150'02 144'61	124'17	152:20 18:10	148°97 164'53	200°15 192'99	142*71 138*43	203°58 185°88	143*48 139'41	144°40 14 <b>7°</b> 09	163'30 162'27	ist half and ,,	
200°04 199°59	157'39	217°35 191°80	163'22 157'44	137'82	167°44 171°30	162°29 178°07	221°41 212'39	157°54 150'69	219°05	156.21 120.42	160'94 164'27	179-74 179*48	ıst half and "	
1°12 1'11	1°22 1'08	2'49 2'26	0.84	0'07 1'21	1°10 1°40	1'51	2°64 2°47	1'71	1°27 1°69	1,39	1°25 1°35	1°67 1°84	ist half	
16°92 16°86	13'41 12'83	19°95 21°76	8°29 9'31	11'56 14'88	9·98	18.44 13.71	22°87 22°88	17°03 19°98	14°37 21°96	16:83	12 <b>'</b> 54 13 <b>'</b> 24	14°94 17°28	ıst half and "	
0.97	1,00 1,04	1,40	ó•73 o•86	0°85	0°70 0°91	1'40 1'06	1,22	1,38	0°95 1°49		o 81 o'83	1'20 1'68		
11,00	22.01	54°99 56°97	5°17 5°87	9°04 13°55	5°96 6°78	15,13	7.04	14.07	16 52	14.38	43.63	17.43	ıst half	
1.81 10.30	23'37 1'82 1'59	2°25 0'86	1,32	2°02 1°42	2°38 2.02	o'89 1'36	1 24 1'12	2'00 1'11	1.64	1.03	1.80	2.43	ıst half	
1,49	-3.42 -3.81	-11°04 -14'45	-4'74 -6'13	4°31 5°40	-2'25 -5'86	-12°16 -410	S*22 S*05	-10°48 -14°94	-7.07 -15.29		-3'43 -4'81	-4·34 -6·59	ıst half	
5'6 ₅ 5'24	3°95	-10°15		23'11		-3.47 2.68	-3'44 -4'86	-2 19	3.3	-1'74	0°54			
6·89 <i>←2·4</i> 7	0'73 3'72	-15.62 -18.88	-2.70	-1.10		:::	-14.95 -16.03	1.51	ĭ				1st half 2nd "	
35°78 34°64	28.66	33°43 21°09	19'30	25'14			12.78		26.30		24'40 24'38		ist half and "	
34.86 41.41	14.53	-2·98	69.27					46°48 37'30		38°87 24°84	0°23	15'49		

Appendix 46. Analysis.

Anatysis of	working o	j euvn ru	uway
	Note	These statistic	are not

										Note.—	These statis	tics are not
		GAUGE.			<del></del>		•	5′ 0	"			
		Class : No.	1	2(a).	3	4 (a)	4 (6)	6	7,	8(a) to (g)	9(a) to (f)	10 (a,& (b)
Serial number.	Particul \rs.	Calendar year 1901 by half- years.	East Indian.	Eastern Bengal	Bengal Central.	Bengal- Nagpur	Raipur- Dham- tari (2' 6".)	Oudh and Rohil• khand•	North Western.	Great Indian Peninsula.	Bombay, Baroda and Central India.	The Nizam's Guarant- ced State.
87 88	COACHING TRAFFIC—concid.  COST OF WORKING AND PROFIT— concid.  Average profit on working a coaching unit one mile—  Per passenger unit Pies { Other traffic per ton	tst half and ,, ist half and ,,	1 94 1'84 23'62 24'13	1°18 1°32 19'31 18 78	2°01 2°09 20°08 15 14	1°45 1°22 28°03 21°54	1*19 0*02 30 35 6*74	1°61 1°54 33'74 32'66	1 24 1 27 21 83 25 68	1°12 0°67 21°97 19°76	1*49 1*06 19*95 14*30	1'52 1'52 26'79 36'82
, £9 90	GOODS TRAFFIC. GROSS RECEIPTS AND TRAIN MILEAGE— (In thousands.) Receipts from goods traffic R Goods train-miles run No. { Average goods receipts per train-mile R	ist half 2nd ,, ist half 2nd ,, ist half 2nd ,,	23,434	18,80 3°,27 370 5°92 5°08 6 47	1,12 3'40 58 1'22 1 94 2 79	37,94 27,45 1,003 905 3'78 3 03	30 10 25 12 1 21 0°80	35,52 29 45 975 931 3'17 3'17	1,50,82 1,44,41 3,536 3,351 4'27 4 31	2,36,56 1,44,00 4,282 3,073 5*52 4,72	72,15 43,64 734 492 9,83 8,87	17*76 15 11 387 3:38 4:60 4:46
92 93 94	Units AND Unit-MILEAGE—  (In thousands.)  Tons of goods carried one mile  Average sum received for carrying a ton one mile . Pies.  Average number of tons in train Tons	ist half and ,, ist half and ,, is half and ,,	1,089,970 1,059,276 4'53 4'25 201'59 204'70	51,962 79,365 6 95 9'26 140'42 134'15	3,3 ⁶ 3 55'97 6'35 7'34 53'32 72 93	13°,036 99,646 5'60 5'29 129'63 110'72	704 240 8'32 7'78 27'84 19'67	132,169 107,270 5°15 5 27 135 50 115°27	559,202 560,505 5'18 4'95 158'15 167'26	643,051 413,950 7:06 6.72 150 IS 134 71	194,963 112,426 7*11 7*45 265*67 228*49	57,772 49,258 5*90 5*59 149'47 145'57
	VEHICLES AND VEHICLE-MILEAGE— Number of goods vehicles hauled one mile—							•		,		
95 96 97	(In thousands.) Loaded Vehicle-miles { Empty ,, { Brake-vans ,, {	ist half and ,, ist half and ,, ist half and ,,	103,486 92,706 45,335 46,917 4,587 4,487	8,486 11,011 2,514 5,370 3°0 611	605 1,710 215 1,254 41 104	18,°01 15,570 7.952 6,850 1,986 1,825	159 55 66 27 30	19,568 16,437 5,948 6,267 1,198	64,672 63,561 24,236 23,801 4,144 3,576	78,422 59:510 34,678 18,963 8,018 6,039	23,015 14,288 7,110 4,319 648 394	5,658 4,714 3,741 3,130 749 664
9\$		rst half	153,70S 144,110	11,380	860 3,058	28,739 24,223	255 93	26,714 23,845	93,052 91,23S	121,118 S4,512	30,773 19,001	10,148
99 100	Average number of vehicles in a goods train— Freight vehicles No. { Brake-vans ,, {	ist half and ,, ist half and ,,	26.0S	29'73 27'69 1'02 1 03	14°21 24°30 0°7° 0 85	26 67 24'77 1'98 1'99	8.01 6.68 1 20 0.83	26 16 24'40 1'23 1'22	25'15 26'07 1'17 1'16	£6*42 25*54 1*87 1*96	41°05 37,52 0 58 0°80	19'73 23'18 1'57 1'96
101	Total ,, {	sst half and "	28·42 27·85	30°75 28 73	14'92 25'15	28 65 26.46	10,11	27'39 25'62	26°32 27°73	28°29 27°50	41 <b>°</b> 93 38°62	25,14 31,20
102	Average earnings per goods vehicle per mile (excluding brakes)	ıst half	33°14 32°23	32°S1 44 86	26°17 22°02	27°23 23°51	26'00 22 90	27'70	32°57 31°74	40'16	45'99 45'03	36.50 30.03
to3	Carrying capacity hauled one mile (excluding brakes) Tons	1	2,128,229	12 ⁹ ,426	11,975	385,744	1,178	285,314	1,132,139	35'48	366,574 239,722	124,199 95,436
104	1_	ist half		192,464 40°46 41°24	28.08	323,388	59'78	257,292 46'32	49'39	42.12	53,15 40,00	47.67 51.61
105	1.	1st haff	7:32	4'72	4'10	30°34 4°90	3,13	41 69 5'18	49 9S 6:29	2 60 30,01	6.47	6.12 6.12
106		ist half and "	7°59 10°53 11°43	4°85 6°12 7°21	2.20 2.20	4°44 6°92 6 40	2'94 4'42 4'40	6'75 6'53	6'42 8'65 8'82	8.30 6.06	6'04 8'47 7*87	10'19
	WEIGHT OF TRAIN AND TON- MILEAGE— Gross ton-mileage of all goods trains—											
107	(In thousands.) Freight Tons { Dead-weight ,, {	2nd ,, 1st half	1,089,970 1,059,276 1,328,102 1,340,368	51,962 79,365 104,660 160,577	3,363 8,807 10,122 31,273	130,036 99,646 267,286 231,579	704 240 1,119 411	1 32,169 107.270 230,840 244,140	559,202 560,50 <b>5</b> 897,492 873,455	643,051 413,980 1,143,148 807,506	194,963 112,420 246,074 155,341	57,772 49,258 100,562 85,491
109	Total , , {		2,418,072 2,399,644	156,562 239,942	13,485	397,322 331,225	1,823 684	363,009 351,410	1,451,694 1,433,960	1,786,199 1,121,486	441,037 267,767	158,334 134,749

(by systems) during each half-year of 1901—contd. prepared by the rail ways not shown.

	3'31"												GAUGE.	
11 a) to (c)	2 (b) to(d)	14	16	17 (a) & (b)	9 (g) to (j).	18	19	20	10 (c)	21	23	24	Class: No.	per.
Madras.	Eastern Bengal.	Assam- Bengal,	Bengal and North- Western.	Rohil- kund and Kumaon.	Raj- putana- Malwa	Jodhpur- Bikaner.	Udaipur- Chitor.	Bhav- nagar- Gondal- Junagad- Porbandar,	Hydera- bad- Godavari Valley,	Southern Mahratta	South Indian.	Burma.	Calendar year 1901 by half- years.	Serial number.
.1°47 1°46 26°89 28°60	1 *59 1 *59 26 *45 28 * 09	1,28 1,01 -12,30	1,58 1,10 38,24 38,40	1°62 1 31 49°26 54°10	1°42 1°20 24°26 23°06	0°71 1°12 17°36 16 73	0 58 0 58 26*78 24 93	1°54 1 01 33 74 29 07	1°20 0°65 27°82 26 94	0°82 0 46 30°34 24°09	1°31 1 27 2°55 1°72	1'98 1'54 21'35 21'35	ist half 2nd ,. ist half 2nd ,,	}87 }85
50,09 47,13 1,268 1,296 3'95 3'64	17,69 22,72 6 37 652 2°78 3°48	4,07 4,74 182 173 2°24 2°74	29,34 17,83 904 776 3°25 2°30	5,41 3,67 181 145 3.00 2.54	1,14,13 79,92 2,796 1,925 4'08 4'15	5,13 6 66 207 2 37 2 47 2 81	61 56 12 12 5'12 4'68	5,13 2,77 121 85 4'23 3 25	5,93 4,94 247 2,17 2,40 2,28	27,29 21,29 1,016 860 2.69 2 48	23,21 24,53 759 \$27 3.06 2.97	35,38 27,35 1,150 1,090 3.08 2.51	ist half 2nd ,, ist half 2nd ,, ist half 2nd ,,	}89 }90 }91
155,190 151,019 6*20 5 69 122*37 116*54	40,757 45,089 8°33 9'68 64'01 69 12	14,639 15,678 5 35 6 73 80 54 91 73	97,681 67,367 5'77 5'03 108'07 86'77	13,973 10,325 7'42 6 83 77'47 71,31	354,507 251,739 6°18 6 10 326°31 130°77	14,226 16,423 6 92 7,78 68.64 69.32	827 806 14°05 13°42 70°01 67°05	8,857 5,087 11'12 10 46 72 93 59*72	11,454 16,460 9 94 9 06 40'32 48'22	76,569 58.864 6 84 6 94 75 39 68.45	50,689 59,077 8 76 7 95 67:08 72:55	96,230 74,946 7 06 7 01 83 64 68'74	ist half 2nd ,, ist half 2nd ,, ist half 2nd ,,	} 9: } 9: } 9:
20,859 21,675 9,145 9,351 4,006 4,344	11,146 16,052 2,674 28,98 679 730	2,620 2,698 1,450 1,272 254 2 66	17,081 13,268 5,800 6,030 1,146 1,022	2,831 2,070 1,428 1,092 246 197	62,957 44,149 25,602 14,694 2,548 1,609	2,753 3,267 1,392 1,7 /3 56 86	177 166 135 126	2,417 1,517 759 772 71 38	3,393 2,458 1,058 1,156 449 394	17,282 13,991 5,538 4,478 1,295 1,134	11,697 11,806 3,470 3,886 461 474	21,115 17,318 8,811 8,054 1,468 1,406	ist half and ,, iet half and ,, ist half and ,,	<b>7</b> 9
34,010 35,370	14,499 14,690	4,324 4,236	24,027 20,320	4,505 3,359	91,107 60,452	4,201 5,146	312 292	3,247 2,327	4,900 4,00\$	24,115 19,603	15,637 16,166	31,391 27,228	ist helf and ,,	}9
23°66 23°94 3°16 3 35	21'70 21'40 1'07 1'12	22°39 22 95 1°40 1°53	25°31 24°86 1°27 1°31	23 58 21 84 1 37 1 36	31*69 30*57 0*91 0*83	20 00 21'36 0 27 0 36	26 46 24'29 	26'16 23'86 0'58 0'45	11 62 16 66 1'17 1'82	21'47 1'28	20°00 18°98 0 61 0°58	23.68	ist half and , ist half and ,,	} 9 } 1
26.82 27.29	22 77	23'79 24 48	26°58 26°17	24°95 23°20	32°59 31°40	20.52 21,43	24°29 26°46	26.4 27.31	12'79		20°61		ist half and ,,	}
32*05 29*16 388,804 407,086 39 91 37*10	24'57 31'25 91,211 92,987 44 68 48'49	19°18 22 92 38,173 30,020 38 35 41°76	24.62 17.74 186,345 158,038 52.42 42.63	24*39 22*30 36,075 26,906 38*79 38 38	24.74 20.08 742,799 494,918 47.73 50.86	23,75 25,26 30,728 47,929 46 30 38 20	37°18 37°04 2,272 2,132 36°39 37°78	23°25 19,028 13,800	26°58 26°23 41,672 32,985 27°48	22°13 156,301 127,052 48°99	30 02 9^,008 100,959 51*92	20°34 208,114 185,688 46°24	1st half 2nd ,, 1st half	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
5°17 4 87 7°44 6°97	2°95 3°23 3°66 4°08	3*59 4*00 5*59 3*87	4°27 3°49 5'72 5'08	3°29 3°27 4°94 4°99	4°00 4°28 5°63 5°70	3°43 3°25 5°17 5 02	2.64 2.75 4.66 4.84	3.66	3,38	3°13 3°43	3 82	2'90	2nd ,,	
155,190 151,019 327,992 341,199	40,758 45,089 87,069 78,774	14,639 15,878 24,168 22,800	97,681 67,367 117,479 100,367	13,993 10,325 20,884 15,850	354,507 251,738 418,184 287,783	22,561	8,27 8,06 1,573 1,511	5,087	28,06	58,×65	50,977 86,810	74,940	and ,,	مد سام
483,182 492,218	127,827	38,807 38,678	215,160 167,734	34,877 26,175	772,691 539,521									}

Appendix 46. Analysis.

# Analysis of working of each railway

Note.—These statistics are not

110	GOODS TRAFFIC—concld.  Weight of Train and Ton-Mileage—concld.  Average weight of a goods train— Freight	CLASS: No. Calendar year 1901 by half- years.  1st half 2nd 1st half 2nd 1st half 2nd 1st half 2nd 1st half 2nd 1st half 2nd 1st half 2nd 1st half 2nd 1st half 2nd 1st half 2nd 1st half 2nd 1st half 2nd 1st half 2nd 1st half 2nd 1st half 2nd 1st half 2nd 1st half 2nd 1st half 2nd 1st half 2nd 1st half 2nd 1st half 2nd 1st half 2nd 1st half 2nd 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half 2st half	201 59 204 70 245 64 259 03	140°42	Bengal Central.	Bengal- Nagpur.	Raipur Dham- tari (2' 6".)	Oudh and Rohil- khand.	North Western.	S (a) to (g)  Great Indian Peninsula.	Brmbay, Baroda	The Nizam's
110	GOODS TRAFFIC—concld.  WEIGHT OF TRAIN AND TON- MILEAGE—concld.  Average weight of a goods train— Freight	Calendar years.  1901 by half- years.  1st half 2nd ,, 1st half 2nd ,,	East Indian. 201 59 204 70 245 64	Eastern Bengal.	Bengal	Bengal-	Dham- tari	Rohil-		Indian	Baroda	Nizam's
110	Weight of Train and Ton-Mileage—concld.  Average weight of a goods train— Freight	ist half and ,, ist half and ,,	204'70 245 64	131,12							1	
110	Freight	2nd ,, 1st half 2nd ,,	204'70 245 64	131,12	İ	1				d		
	Cost of Working and Propit.	ıst half 2nd "		242 67 271 43	58°32 72'91 175 52 256°35	129'63 110'07 260'46 255'81	27.84 19.07 44 21 36.3h	135°50 115°27 236°66 262°45	158°15 167°26 252°42 260°66	150°19 134°71 2°6°98 2(2°77	265-67 228-42 335-32 315-71	149*47 145*57 260*, 8 252*65
			447 23 463.73	423 09 .405°,8	233.84 329.58	365.98 300.00	72'05 56'05	372°16 377°G2	410°57 427°92	417°17 397°48	600'93 544'20	409.65 358.23
- 1.												
	Average cost of hauling a goods train one mile R	ist half and "	1.44 1.49	3 01 2°57	1°25 1°90	2'05 2'13	0°72 1°03	1°55 1°76	2°21 2°38	3,23 3,11	3*70 4*11	1.63 1.44
114	Average cost of hauling a goods vehicle with its load one mile	ıst half 2nd ,,	12'04 12'52	19°43 17°87	15'04 15'04	14 77 16'-3	30,80 12,21	13,20 11,32	16:40 16:43	15°35 18'95	17°30 20°86	12°87 11°56
	Average cost of hauling a goods unit (vis., one ton) { one mile	ist half and ,,	1 64 1 65	4°11 3°6	4°10	3'04 3'72	4 96 10 49	2,83 3,10	2*77 2*56	2°7n 3°59	2°67 3°45	2109 1190
	Average cost of hauling a goods unit one mile, including interest on capital expended on op n line at the rate of 5 per cent, per annum	ıst half and ,,	3°25 3°25	7 77 6::5	9'01 5'48	7°8) 9°37	11°73 24°40	5°04 6'37	6°07 5°72	5°c9 6'87	5°22 7'14	5'00 5'18
116 A	Average profit on working a goods train one mile . R	ist half	3'02 2'77	3.00 3.02	0°81 0°59	1.73 0.00	1'41 -0'28	2.22	1,60	3,41	6'13 4'7¢	2.97
117 A	Average profit on working a goods vehicle with its { lead one mile Pies {	ist half	21°10	11.38	9°34 6°95	12'46 6'98	10,49	16'15 11'05	15°14 15'34	24·S1 16·53	28.69 24.12	23,42 25,05
118 A	Average profit on working a goods unit (vis., one ton) one mile ,,	ist half	2°89 2'60	2 °4 5 57	2°25 2°33	2°56 1°57	3'36	3.16	2°41 2°39	4'36 3'13	4°44 4°00	3.81
	DETAILED PERCENTAGES OF EAR- NINGS AND EXPENDITURE.											
1	Percentage on Total Earnings-	1st half	29 18	43'57	59.65	41.63	33 75	39.04	31*12	2,.83	30'11	20'86
119 C	Coaching traffic	and ,, ist half	33 ³ 7 69 ³ 0	27'39 49'33	50'77 17'26	48'93 54'08	56.12	46'46 52'25	34'41	20,00	37'93	22,19
	· · · · · · · · · · · · · · · · · · ·	2nd ,,	65'14	67.01	44'36	45°63	41.85	45'87	63.66	77 20 68:74	67°94 59°95	76°29 74°55
		1st half 2nd ,, 1st half	1°27 1°18 0°25	7°10 4°67	23°09 4°37	4°29 5°24	4°08 1°43	7.67	2'37	0.01	1,02	3,52 3,52
122 St		2nd ,,	0,31			.::		•••	0.01			•••
	TOTAL . " {	ist half and ,,	100,00	100,00	100,00	100,00	100,00	100°00	100'00	100'00	100'00 100'00	100,00
P	ercentage of Working Expenses on Total Earnings—					Ì						
123 M		ist half and "	8 73 9*24	15°40 8°01	13.89	15,36	16°25 40°93	11°14 14°26	11,40	7*23 9*77	10.38 6.30	5.02 8.02
- 1		ıst half	9°74	12.75	12.52	13°31 16°32	15.31	14°30 15°25	21.32	18.12	15.00	11°45 12'19
	arriage and wagon	ist half and ,,	2.82	8-27	2.06	3.00	1.16	3.10	6-47	25'04 3'87	5.02	2,30
125 T	raffic expenses	ist half and ,,	3°24 6 79 6°80	5'33	9.65 10.28	5'50 8'41 10'46	9.72	3*85 8*10 9*36	4'13 7'62 7'83	6.41	5°96	2°84 5°94
127 G	eneral charges	ist half	3'14	5,51	12'16	6.88	7.96	3.77	3.26	9 o6 3 47	7 79 3 48	6:49
128 M	iscellanéous expenses	ist half	3,30	3,33	5,84	3'40	14'21	4°28 2°06	1.32	2'n9	4 73 2'11	5°40
129 St	eam-boat expenses	st half	0,30 0,52	3.06	6°56	3.84	1'71	1'93	0,03 0,03	2'82	9'86	1'54
130 To	OTAL WOLKING EXPENSES ,, {	st half and ,,	34°50 35°06	57'90 46'10	55*88 52'86	47°11 59°63	51'42 115'94	42°57 48°93	51.48 49.26	41,55	39°25 51°89	36·66 34 <b>:</b> 36

'(by systems) during each half-year of 1901—contd.

Appendix 46. Analysis.

eparea oy	the railway	ys not show	n.			3′ 3	3"			<del></del>		1	GAUGE.	
1(a)to(c)	² (b) to (d)	14	16	17(a)& (b)	19(g)to(j)	18	19	20	10 (c)	21	23	24	Class: No.	•
Madras.	Eastern Bengal.	Assam- Bengal.	Bengal and North Western.	Rohil- kund and Kumaon		Jodhpur- Bikaner.	Udaipur- Chitor.	Bhav- nagar ' ondal Junagad Porbandar.	Hydera- bad Godavari Valley.	Southern Nahratta.	South lodian.	Burma	Calen las year 1901 by half years	Serial number.
1 22*37 116*54 258 63 263*29	64°01 69°12 136°74 120°77	So*54 91*79 132*97 131*So	108°07 86°78 129°48 129°28	77*47 71'30 115'03 109'46	126·81 130·77 149·58 149·49	68-64 69'32 168'80 120'93	70°01 67°05 131°21 125°71	72°03 °9°71 125°09 127°29	46 31 48'22 113'45 100'35	75'30 68'45 122'91 119'53	67°0° 72°55 114 43 110°42	83°64 6874 12174 115°01	ist half and ,. Ist half and ,,	}1110 }111
381°00 379°83	200 75 189 ⁸ 9	213'51 223'59	238°05 216°06	193'10 180'76	276°39 280°26	177°50 190°25	203*22	198°02 187°00	159 76 154*57	198'30 187'98	1\$1.21 182.01	205°38 183°75	ist half	}112
2'14 2'11	1°55 1°55	2°45 2°47	1,36 1,38	1°35 1°64	1.82 5.50	1.66 1.59	3,54 3,45	2'.4 2'.4	0°93 1°31	1°82 1°95	1'41 1'51	1.88	ist half and "	}111
17°33 16'91	13°75 13°95	20.03 20.03	9°58 9°92	14,41 11,01	11°03 14°36	15°90 11°58	17'55 17'72	15°74 17°27	9 ^{,6} 9	15°53 17°45	13°54 15'24	14'12 15'28	ist half and ,,	}11.
3°35 3°47	4*66 4*32	5 83 5*17	5.84 5.54	3*15 4*41	3°36	4.63 3.57	6.43 6.43	5 ^{.6} 5 7 [.] 77	3* ⁹ 4 5'22	4°63 5'47	4'04 3'99	4*39 5*26	1st half 2nd ,,	}112
7°33 7°73	8.46 8.03	13'67 12'46	5*08 6 41	7 35 7 75	4*31 5'37	7 85 6 64	18*29 18*70	11 68 16 <b>:</b> 34	9°46 11°07	31.86 3.01	7°70 7°28	7'88 9'55	ist half and ,,	}'\
1°81	1 23 1 93	-0.51 0.51	1.90	0.00 1.02	2°26 1°86	0'81 1'52	2 70 2 41	2*09 0'83	1 47 0'y7		1 65 1'46		ist half and ,,	}"
14*72 12*25	10°82 17°30	−1.80	15°04 7'82	13.38	13'71	7*°5 13*68	19°63 19°32	15°27 5°98	15 6g		15*82 14*78	8.28 2.02		},,
2.82 2.25	3.67 5.36	-0.20 0.70	3°53 2°24	4.07 5.42	3°43 2°74	2°29	7'42	5'47 2 69	6,10			2.67		}11
37.55	40*32	58.47	35,77	40'71 49'01					36°89 41°3					<b>}</b> ,,
38°18 60°45 58°42	50.20 50.20	49'47 37'34 45'34	48°28 54°23 41°38	54°19 48°43	74.20	55 68	52.80	46 21	£5°0:	61.58	44'90	53.6	ıst half	,  }:
3,00 5,00	1'41	3 24 0'89 0'95 4'30	3'30 3'75 6 61	5°10	1.31			1.85					2nd ,, 1st half	}:: }::
100,00		100,00				100,00								
8 o6 11 <b>*4</b> 2		24°46 26°70												},
22.43	11.83	14°S8	3 0.57	10 2	4 159			7 14°79 4 19°7		8 20°6 4 23°8		25'3	1 2nd ,,	}
3°8° 479	5''0	4.2	2 2.69		δ 6.9	7 2.4		o 5°º.	5 2'3	2 7.5	3 5*4	7 50	S 2nd ,,	}
7°71 8°39	8*36 10*16			9.9	3 7.8	0 57	5 9,1	5 11.7	4 10.	12'2	6.5	ł	7 2nd ,,	3
4*77 5*0	4 02	18.2	7 6'3	2 10.)	3 47	4 4"	4 73	4 12'9	12.	17 17'9	6'3	50 70	2nd ,,	13
2°3	0 1.39	2.3	5 2.8	0 0.7	17	5 4'3	1 2'9		77	36 2"		12 17	52 2nd ,, 51 1st half	15
***	5'97 6'27	0.2	5 2.6		_		- "					_	82 2nd ,,	
49°0 52°4	5 51 2 1 461		S 40°4 6 49°1	3 38°. 6 52°.			57		15 45° 11 64	25 64° 25 77°				

		10						5' 6"				istics are no
ċ		Class:	1	2 (a).	3	4 (a)	4 (b)	6	7	3 (a) to (g)	9 (a)to(f)	10 (a) & (b).
Serial number.	Particulars.	Calen- dar year 1901 by half- years.	East Indian.	Eastern Bengal.	Bengal Central.	Bengal- Nagpur	Raipur- Dham- tari 2' 6".	Oudh and Rohil- khand.	North Western.	Great Indian Peninsula.	Bombay, Baroda and Cen- tral India.	The Nizam's Guaran- teed State.
	PER MILE OF LINE MAINTAINED								TABLE	AMAI	NTENA	NCE OF
131 a	General superintendence (including { office expenses) . Rs. {	ıst half 2nd ,,	211°35 201°67	269 90 291 84	115'02	108'37	36.44 32.62	131°63 133°15	130 64 133.66	125.02	162°02 143°55	142 84 125 23
132 <i>a</i>	Maintenance and renewal of permanent-way , }	ıst half 2nd ,,	869 67 879 <b>:3</b> 8	1.531°54 567 43	486°09 523°01	207.03 301,41	100,03	329°45	249.80 354.26	479'69 409'92	862°28 497°89	288.39
133 a	Repairs of bridges, &c ,, {	ıst half 2nd "	93'36 73 97	303.58	37.48	67.23	6.17	68:21 163:77	62 <b>*3</b> 1 85 29	95 51 95 41	10S.15	39 60 23,23
134 a	Conservancy of rivers ,, {	ıst half 2nd ,,	•••	•••	0°16 2°40	<i></i>		3′94 3 92	9.53 9.23			0.93
135 a	Repairs of stations and buildings " {	ist half and "	277'02 309'48	394,53 334,63	\$4.81 71.35	21,15 20,30	1,40 12,68	80.01 101.00	£9'74 95 97	83'58 75'09	111'94 96'41	19 So Co 73
136 а	Other charges (net) , , {	ıst half ənd "	118 96 150 <b>:</b> 53	107'79 142'76	-4 96 10.13	26.87 20.02	9.93 3.93	5 4°36 62°30	45,54 156,03	63.42 22.00	89°27 71°21	91°38 -329.79
137 a	Total maintenance, &c ,, {	ıst half and "	1,600°93 1,533°96	2,189°26 1,683,66	718°90 737°73	543°57 591.19	141'93 169 18	692°20 807°96	691 01 757 72	837°03 770 32	908'85 917'18	596 oo 340'73
131 8	PER MILE OF TRACK. INCLUD- ING SIDINGS. General superintendence tincluding { office expenses}. Rs	ıst half 2nd ,,	135.00 132 18	152 <b>°</b> 47 140°97	00.20 02.20	95.60 89.60	34'25 30'73	112,20	104°23	90 <b>°</b> 54 95 <b>°3</b> 4	113,30	128735 112744
132 6	Maintenance and renewal of spermanent-way , }	ist half	567°56	200.18 800.18	403'87 433'99	233,01	93.03 94.08	289°25	199,38	355'16 355'45	603°47 349°37	461.23 320,12
133 b	Repairs of bridges, &c ,, {	ist half and	61°00 48°70	17'33 161'53	17'96 31'30	60'20 107'54	5'8o	59:89 143'77	49°71 67°51	25,01 25,13	-22.1 62 75 87	45°16 35°55
134 ð	Conservancy of rivers ,, {	1st half 2nd ,,	•••	•••	0°13		:::	3'45 3'44	25'20 4 90	***	 	; o'89
135 b	Repairs of stations and buildings ,,	ıst half 2nd ,,	180,00	117'51 205'94	70'47 59 21	70°76 45°44	16.61	91°84 75 50	71,20 20,35	62.41 56.02	73.34 67.65	17 So 54 53
136 b	Other charges (net), {	ist half and "	68 36 78 32	56 32 74 <b>3</b> 56	-4'12 8 45	23'94 45'27	3'70 6'22	47.73 54.69	101°27 65°38	41°13 47°58	62°48 49°97	-355.03 Es 10
137 b	Total maintenance, &c ,, {	ıst half 2nd "	1,040.00	1,143°81 879°36	597°30 612′16	484°51 525°44	133'43 159'03	209 28 207,13	551°28 602°43	624°97 574′99	636.02 643.20	305,02 232,20
	PER TOTAL TRAIN-MILE.											
131 c	General sup-rintendence (including { office expenses) . As. {	ıst half 2nd ,,	o'S1	:°39 1'01	1,40 1,40	1°46 1°35	1,13 0,80	1,12	1,30 1,30	0,13 0,13	1°33 1°40	1°53 1°48
133 C	Maintenance and renewal of pe manent-way ,, }	'st half and ,,	3 32 3 52	7°28 2°13	5°91 4°98	3°53 3'63	2°44 3°69	3.10 3.0g	2.49 3.43	2.81 5.81	7°07 4°\$4	3°10 6°07
133 c	Repairs of bridges, &c ,, {	ist half and ,,	o:36	1,12 0,10	0°46 0°21	0°91	 0'21	0 G1	0°63 0 82	0,20 0,20	-2.00 1.05	0°58 0°47
134 c	Conservancy of rivers ,, {	ıst half 2nd "			0,05	•••	:::	0°04 0°04	ი* <u>ვ</u> 2 ი c ნ		111	0,01 
135 c	Repairs of stations and buildings $,,~$ $\Big\{$	1st half 2nd "	1°05 1°24	1°07 1 48	0.62 0.62	0.69	0,01 0,01	0'94 0'76	0,03 0,00	0°51 0°54	0,01	0,23
136 c	Other charges (net) ,, {	ist half and ,,	0°57 0°48	o.23 o 21	0.03 -0.00	o 69	0'0) 0'24	0*4n 0*55	6,20 6,50	o.40 o.33	0°73 0°70	0'9'\$ 4 72
137 c	Total maintenance, &c ,, {	ist half and "	6·12 6·25	10 45 6'31	8·74 7·01	7°33 7°59	3'46 5 88	2,13 Q.33	6.50 2 33	5 07 15 58	7°45 8°93	6'41 4'03
131 d	PER 1,000 GROSS TON-MIJ. TS. General superintendence (including foffice expenses) Rs.	ist half	0'14 0'13	0°28 0°29	0°36 0°24	0'27 0'26	0°82 1°32	0'25 0 25	0'24 0'24	0'13 0'18	o 20 oʻ25	o*76 o*25
132 d	Maintenance and renew.! .f permanent-way , ,	ist half	0.22	1,46	1 52 1 03	0°66 0 72	2°25 4°30	0.02 0.03	0.46 0.46	0°57 0°58	1,00 0,22	0°51 1°03
133 d	Repairs of bridges, &c ,, {	ist half and ,,	0 06	0°03 0°23	0,01	0'17	0'25	0°13 0'31	0,11	0,11	-0 30	0°10 0°07
13 ( d	Conservancy of rivers ,, {	ist half and ,,			0°01	***	,,. ,	0,01	0.02	{		•••
135 d	Repairs of stations and buildings ,, {	ıst half znd "	0,10 0,18	0,50 0,55	0°27 0°14	0°20 0°14	0°03 0°72	0,1Q 0,1Q	0°16 0°16	0,10 0,00	0'14 0'17	6 04 0 12
136 d	Other charges (net) ,, {	ıst kalf and "	0.02	0,10	-0.01 0.03	0°07 0 14	0°09 0°27	0°12 0°10	0.53 0.14	ი.იმ ი.იგ	0,13 0,11	0°15 0'79
137 d	Total maintenance, &c ,, {	ist half and ,,	1°02 0°99	2°09 1°23	2°26 1°45	1°37 1′50	3°20 6°86	1,30	1°26 1°33	0'91 1'09	1'12	0.08 0.08

(by systems) during each half-year of 1901—contd. prepared by the railways not shown.

Appendix 46. Analysis.

3' 33" GAUGE. 17 (a) & (b) 11 (a) to (c) Class: (b) to (d) 16 g(g) to(j) 18 10 (c) 19 23 24 No. number Bhav-Calen-Rohil-Hydera-Bengal and North-Western. dar yea 1901 by half-Rajputana. Malwa. nagar-Gondalbad-Godavari Valley. Udaipur-Chitor. Eastern Assamkund Jodhpur Southern South Burma Madras. Bengal. Bengal. Serial Junagad Kumaon, Porbandar WAY, WORKS AND STATIONS. 63°18 69°43 16.85 83.65 81 19 62°97 69 73 47°77 48°89 103.82 106.34 107°75 94°03 104'11 111'05 115 62 109,24 138'93 141'98 125'37 ıst half } 131*a* 19'69 2nd ,, 209.86 121.80 30S 03 185'11 181**°**28 282'90 271'24 313'20 554°07 375°51 211'75 203.78 218.57 370'00 ıst half 325'51 332'52 241'41 154°41 153°69 } 132a 216 46 223.71 117'35 230.30 237 09 333'73 109 80 80°73 34°38 30 18 46.68 125 94 87'16 4°55 3'47 1'42 est half 12 95 65 68 } 1330 34.86 2nd ,, 13'18 50'00 30 79 61'41 57'19 1 48 2'84 6'66 2'30 ist half 0'20 0'23 ••• 3.71 ••• *** 2nd ,, ••• 49*19 **6**3*73 52'18 38'34 5°82 15 46 20'96 21.28 ist half 23¹² 9'91 82'37 30'14 `65'51 65'09 71'93 4°53 9°66 48'15 67'88 .00.83 }135# 42 53 26 72 2nd 73.20 ,, 8**:**99 27°48 52°07 62**:**99 76.67 86.06 12°47 9'04 17.89 21.54 -48·86 •84•45 22'75 21'45 37'19 35'50 est half 42°50 51°49 13.08 57°37 19'74 12'28 }136a 20d ,, 220°46 229°45 705°56 636'42 237'76 346°43 161°70 293°79 297°13 365'94 472°40 447°21 378'44 413'24 ıst half 569 76 545 68 460°50 481°26 524°03 487 17 913'42 697**'**36 490'19 670'12 }137a 2nd ,, 397'97 502.40 75'65 109'98 110 32 04°15 82°49 55 96 62 16 90°37 16°33 45.66 46.43 57'32 63'00 98'92 102 97 94'40 97'67 ist half } 1316 91.32 116'60 73.43 118'14 255'86 214**°**43 318°86 288°85 1st half 147°61 140°92 181°53 194 67 210'94 196 25 108'25 202'61 480'91 298'52 164°44 195'21 260.61 279'54 284'39 184'09 } 1326 324.29 112'94 34°84 46°03 53°15 54°60 ist half 38'91 37'65 7°25 21'50 48'24 109*31 4°41 5°16 29'52 25'81 40°45 50°01 67°75 52°10 1336 2nd ,, 60°50 31.08 75'35 27'42 2.00 1st half ۱ ••• 1°29 1 85 2'53 ••• ••• 0'18 ••• ••• ••• 1346 2nd ,, 5'91 ••• 0'20 ••• 27°26 38°47 42°38 55°16 45'60 33 6. 1st half **62°43** 6**2°**85 14'02 9,13 19'22 23 So 40°41 56°48 52°24 62°86 57°47 56'92 20°55 4°39 9°29 1356 2nd ,, 19 03 33 64 32'10 8·59 8·96 54 45 54 5 2 ist half 66.99 49**'7**9 46'42 12'00 17^{*}90 11 13 15'94 19'19 -41 01 70 27 36,49 11'48 20.32 25°57 48 02 **}136**b 2nd ,, 75'51 19.11 44"04 14'32 427'25 404'46 607**°**89 55**0'**8ვ ist half 457.88 266 50 337°11 368°05 337°33 463 36 792°81 602°79 335'74 155'63 210'74 489,53 255°75 354 So 1370 411°39 557'60 403'97 420'87 219 33 269.54 2nd " 427.37 509 47 1°26 1°34 ist half 1'63 2'06 o.88 o.83 o'78 2'02 } 1310 1.03 3'67 3'45 0.50 1'30 2nd ,, 2'02 1'13 3 69 3 54 4°27 3 91 est half 9°08 3°24 6.2₀ 4'7° 5 38 3.88 } 1320 6'14 2°52 2°70 4°15 3'60 2'54 2'93 2nd ,, 5'93 0.62 0.63 1st half 0'21 0'21 **o**°58 0'26 0'13 oʻ46 oʻ52 0'77 0'49 o'45 o {4 o*35 1,26 1,26 0.13 ⊱133¢ o'59 and " **o**•39 0 05 0,24 0'32 0'04 0'02 1st half 0'04 0'02 **0**'00 1340 ••• 2nd ,, ••• 0.03 0'03 ••• ••• ıs^ı half 0,46 0°54 0 69 o*13 0.24 0°40 0°62 ... 0°54 0°54 0°46 0°33 0°54 o°23 o 28 0.61 0°45 0'63 2nd ,, 0.40 ıst half 0'63 0'67 o.38 o.38 o'51 0°45 0°88 0 56 0'19 0'24 } 136c 0.80 o 32 o'31 0'43 0'52 o*37 o 36 **-0**.40 0°43 0 49 o,40 o,30 2nd ,, 1'04 0.70 ıst half 2nd ., 7°13 7°37 7'01 4°07 4°34 } 1370 13'48 13'18 685 069 10*21 9:28 5°46 5°88 4 **0**9 5°76 5°70 4.46 9'47 ist half | 131d oʻ58 0°44 0°44 oʻ35 oʻ39 0 20 o.23 0°37 1.06 0.32 2nd ,, 0°27 0°28 0'75 0'27 0 18 0 79 1.04 0.30 1,18 ist half }132d 0.80 1°69 2 of 1.18 1°06 1'90 1'95 0'77 0'64 1'12 1'21 3,35 2nd ,, 0'53 1.40 .034 ıst half 0 20 0.10 0'35 0'22 } 133d 0'04 0.07 0°07 0'14 0'05 0'20 0'24 0.40 016 2nd ,, 005 0.01 0'15 0'39 0'20 0,11 0'47 0'12 ıst half 0 01 \134d 0.03 0'02 0'04 ••• 0,01 ind ,, ... 0'01 ••• ••• ısi half 0'16 ոււն o oS 1350 0.02 0.02 0.08 0'14 0°17 0°16 o*56 0,10 0°25 0'23 2nd ,, 0 23 0'20 0.03 0'21 0.13 1 st half 0.50 0'07 }:36d 0°13 0.18 0'11 011 2nd ,, 0'15 0.11 0'25 0,23 0'14 0'32 0 13 0'14 0'34 0.12 0'17 st half 2'24 2'32 } 137d 2°45 2°69 1,46 1,46 2.68 1'69 2nd ,, 3.00 1,00 P. T. O.

Appendix 46. Analysis.

Analysis of working of each railway

										NOTE -	These Stati	stics are not
		GAUGE.	!	ı	<del></del>	1	·	5' 6".		i	l . i	1010
4		Class: No.	1	2 (a)	3	4 (a)	4 (6)	6	7	8 (a) to(g)	9(a) tn(f).	10 (a) & (b).
Sorial number.	PARTICULARS.	Calendar year 1001 by half-years.	East Indian,	Enstern Bengal,	Bengal Central.	Bengal- Nagpur.	Raipur- Dham- tari. (2' 6")	Oudh and R hil khand.	Nortli Western.	Great Indian Peninsula.	Bombay, Baroda and Cen- tral India.	The Nizam's Guar- anteed State.
		7								TABLE	BLOCO	MOTIVE
	Average price of coal	{ ist half and ,,	1,83	7.05 2.13	6.18 6.18	3°74 3 75	3.63	10'16 9'53	14°So 13°99	10'77	19'97	4°55 4°66
	Average price of fuel per ton in terms of wood	{ ist half and ,,	:::		***	***	•	**	•••	•••	<b></b>	•••
	PER I TAL TRAIN-MILE.											
138 <i>a</i>	General superintendence including office expen-	st half	o•56	o.22	0.2Q	o:87 o:93	0°45 0 81	o'55 o'54	o.68	o'57 o'65	1,02	0,23
1394	2,	ist half		2 02 1 '84	1,30	5,13 5,13	0'\$4 1'18	o•\$9	1.76	2.82 2.82	2'99 2'87	1·81 1·87
140a	Fuel	{ 1st half 2nd ,		2 73 2'69	5.30 5.33	1'45	o 73	3°77 3°42	3°22 4°67	4°08 4°25	7 92 6 02	2 21 2'11
1414	Water	st half	0.10	0'18	0 19	0,10	o 20 0'37	0,00	0,53 0,53	0°36 0°32	0'51 0'51	0 33
1424	Oil, tallow and other	2nd ,,	0.36	0,31	0.27	0.40	0'17	0.36	0'37	0.43	0.28	0,33
-,	atores • • • >>	2nd ,, ( 1st half	0°37	0 30 1'75	3.60 0 50	1 21 0,32	0,22	0.52 1.31	0°37 3'44	0°43 3°44	o.20	o 34 1°76
1430	wal of locomotives.	2nd "	2,13	5*59	1.63	1,01	o:\$8	1,55	2.81	4*45	3,30	2,13
143A (a)	Maintenance and rene- wal of machinery, tools and plant	ist half and "	0°15 0 23	0'58 0'34	0.02 0.00	0,12	0.01 0.07	0,13	0°23	o'18 o'23	0,31	0.02
144a	Other charges (net)	tat half	o·88 1 16	o'37 o 26	0.34	1'44 1'48	0°24 1 78	1,13	0,62	1'03	1,03	0.23
145a	Total locomotive expen-	1st half	6∙83 7 55	8.61 11.74	7°72 6 25	8.20 8.13	3°26 5°56	7°¢9 7 62	12,22	12.74 14.32	17°10 16°48	8°17 8 33
	Fuel consumed coals . 1bs.	1st half	61°58 62°53	53°74 53°62	40 23	54*47	21,33	47°88 46 oo	48 os 46'19	53°06	55'49 53'45	67:97 63:54
	in terms of	1st half			42 70 	49°33		***			 	~~ ~~
		-										
1388	PER ENGINE-MILE.  General superintendence	( 1st half	0'45	6,40	0.20	0.48	0*44	0'47	0.00	0 50	o'\$5	0,12
	including office expen-	2nd ,,	0.46	0,10	0.44	0.83	0 79	0.46	o•6 ₄	0.20	0.03	o <i>6</i> 7
1398	Running expenses ,	st half	1.68 1.68	1°42 1°33	.0,81 1,09	1,80 1,80	0°82	oʻ76 o S3	1'54 1'54	2,4g 3,3i	2,42 3,23	1.26
1408	Fuel	ist half and ,,	0°63 0 70	1°52 1°95	1 81	1'30 1'18	0°75 0°48	3 21 2 22	4°57 4°09	3'54 3'70	6 70 5'13	1,80
1418	Water ,,	ist half	0.03 0.03	0'12 0 12	0°15	0°20 0°18	0°19 0°37	0.03 0.48	0,10	0°25 0°25	0°44 0°43	oʻ28 oʻ27
1426	Oil, tallow and other stores	ıst half	0°29 0°30	0,33	0°22 0°15	o'36 o'32	0'17	0°22 0 21	0'32 0'33	0°37 0°38	0°49 0°48	0,30
1436	Maintenance and re-	ist half	1'48	1,33	2.16	1,32	0.23	1 03	3,01	5,33	2'42	1,25
.143	newal of locomtives . ,, Maintenance and rene-	2nd ,, 1st half	1°70 0′12	4°04	0,02	1.43 0.11	o*85 o*03	0.0g	2'47 0'30	3'87 0'15	3°32 0°25	1,25 0,13
b) A	wal of machinery, tools and plant	2nd ,,	0.18	0'25	0,04	0'13	0,01	0,10	0'24	0'20	0,50	0,02
144	Other charges (net)	rst half	0.53	0.13 0.13	0,15 0,15	1°33	0,23	0.86 0.86	0°84 1°14	0'90 0'97	0°87 1°02	0,60 0,00
1458	Total locomotive expenses	ıst half 2nd "	5'48 G'03	6.03	6°29 4°95	7 29 7 60	3°16 5°43	6.25 6.25	10.04 ,11,38	11'05 12'47	14°55 14°04	7 03 7'10
	Fuel consumed coal* . lbs.	1st half 2nd ,,	51 <b>°0</b> 0 49 93	37'64 38 <b>*</b> 79	33.82 33.80	48 82 °	21'12 18 73	40°83 39 36	42°12 40 55	46'02 44'67	46°97 45'54	58 <b>:4</b> 7 54 <b>:</b> 15
r-		1st half 2nd ,,	•••				:::					

^{*}The standard used is Kurhurbaree coal, except in the case of the Nizam's Guaranteed State Railway, which uses Singareni coal.

DIX 46-contd.

(by systems) during each half-year of 1901—contd. prepared by the railways not shown.

i		<del></del>				•	3′ 3 <del>ξ</del> ″•								GAUGE.	
1 (a) to (c)	2 (b) to (d).	14	16	17 (a) & (b).	9 (g) to	18	19	20	.	10 (¢).	21		23	24	Class: No.	r.
Madras.	Eastern Bengal.	Assam- Bengal.	Bengal and North- Western.	Rohil- kund	Raj- putana- Malwa.	Jodhpur Bikaner	Udšipur- Chitor.	I GOII	dal- igad-	Hydera- bad Godavári Valley.	Southern Mahratta		uth liau.	Burma.	Calendar year 1001 by half- years.	Serial number.
XPENS	ES.						1						-6.6			
13'34	8.21 2.62	10°10 8'32	6 Co 6'46	:::	17'98 18'82	***	25,13		21.03	6 90 7.20	9'87		16.88	12°74 12°46	ist half	<u> </u> 
		***	***	3.64 3.79			:::	1		***	,	<u> </u> -		•••	ist half 2nd ,	<u> </u>
										_			0.61	0'84	ist half	
o·63	0.61	1°23 1°18	0°38	0.62	o'59	0.6		1	0,08	1,13 0,84	1,0		0.62	0'91	2nd ,,	}138a
0.65 1.81	0,23	1,40	0'78	0 81	1'76 2'14	1	0*79	,	1'45 1'49	1°31 1°41	1.4		1'53	2*62 2*61	ist half	} 139a
1 93 4 85	1'02	1°42 2°95 2 58	0.87	1'73	4.62	5'1:	7.4	3	4°50 4°16	2.10	2.4	7	3.22	<b>4°</b> 40 4 <b>°</b> 47	sst half 2nd ,,	}140a
5.04 0.53	1'75	0°34	0'14	0,13	4'48 0'30	0'30	0'4	2	0,50	0'31	0.2	3	0'16 0 14	0°35 0°40	icthalf and,	}1410
o 22 o*37	0'12 0'20	0°36	0'15	0,13	0'38	0.3	0'4	5	0,36	0°31	0.1	5	0'2S 0 26	0'34	ist half and ,;	} 142a
0,32	0 21	0'30	0,13		0°42	1			0'41	0.428 0.428	1 .	- 1	1.87	o.32	ıst half	
3.67 1.93	1,02	0 89	0.86	1	2*90				2,30	0.80	l .	3	3*42	2,13	2nd ,,	} 143a
0.02	o•18	0,03	0 03	·	0'17	1			0'13 0'12	0.55		1	0 21	0'22	1st half 2nd ,,	} '43 (a)
0,00	0°15 0'87	0*05	0°03		0 °25 0 °51 0 °58	1.0	00		0 13	0 6	17	37	0'14 0'19	0.28	ist half and .,	}1440
1'20	0°89 	8.30	4.83	5 17	10,10	9.9	3 12.4		9.49	6 5 6 6		71	8.34 8.34	11'48 12'06	ist half	}1450
11.35	6.24	7,55	4*45	5'28	362	-	-	- -	10 06 30°40	40.8	-		30.23	43.40	ıst half	h
50°68	32.10 35.38	37'31	33.6	70'0	33'3	34'8	33.5	9	27.29	41 2		Q.	29'02	50'20	2nd ,, 1st half 2nd ,,	
•••				71'34			1 "		•••				···			<u> </u>
	-		-	-												
, o'53	0'49	1'0;	3 03	3 0'5	o'5	2 0'	59 1.	91	a 89	0'7	6 0	.83	0,61	0.6		138
- 0*53	0*43	1	0'3	8 o'5	3 0'7	0 03	i8 1.	88	1 10	1.0	.S 0	90	0.60	0.4	]	
1.28							-	72 86	1,35		- 1	*45 *54	1°40 1°37		1st half 2nd,	3139
4'15	1*59	2'4	S 1'5	o 1.3		12 4°		SS 82	<b>4</b> .00	2,		120	3°21		o ist half	}140
4°27	I'10	, 02	9 0'1	2 0'1	0 0	27 0	28 0	39	0°18 0 2		- 1	20	0°14 0°13			}141
0 19	0'1	6 0'2	3 0"	15 0'1	7 0.	30 0	36 0	37	o*3:			0.13	o'26			}14:
3 1.	٠	1	- 1	Ĺ.		- 1	"	.67	1.2		1	1'49	1'71	1	1 .	}14
1.6	` <b>l</b>	-	75 oʻ	73 08	30 2		<b>"</b>	·64	2'1	- 1	~	0.53	3*13	1	1	1) 14
0'0				02 0	<b>'</b>	1	- 1	148	0.1	~ <u> </u>		0,51	0.30	´ i	2nd ,,	}14 }(b
0.0	0.7	0 0.		64 0	40 0	54	1	0.03	o`1		·59 ·43	1,52	0 t	3 0°		}'4
10*9	or 45	66 6	90 4	13 4				1*44	8.6		°01	7·76 8·06	9.0 3.0		30 1st hal 88 2nd ,,	
9.0	_	<u>-</u>	-		_			6.14	27	61 3		31'15	27.0		50 1st ha	
43°4 42°	94 26	06 31	49 29	*90 *05	79	003 3		1'42	25	37	1'94	29°46 	26.6		2st ha 2nd ,	ır li
:::			:::	59	· 06				•••	<u> </u>					P. T.	1

Appendix 46. Analysis.

Norn.—These statistics are not

							······································	5'6"	·		I nete statis	Transfer The
		GAUGE.				. (2)	, (b).	6	7	S(a) to(r)	9 (a)to(f)	10[a]&[a]01
Serial number.	Particulars.	Calen- dar yeur 1901 by half- years.	Fast Indian.	2 (a) Eastern Bengal.	Rengal- Central.	4 (a). Bengal- Nagpur.	Raipur Dham-	Oudh and Robb khand.	North Western	Great Indian Peninsula.	flombay, Baroda and Cen- tral India.	The Nisam's Guaranteed State.
	PER 1,000 GROSS TON-MILES.								T/	BLE B	-LOCOM	OTIVE
138c	General superintendence (including { office expenses)	ist half	0,03 0,03	0'13	0'18 0'18	0,10 0,10	0,74 0,73	0°12 0°11	0,17 0,13	0.17	0'15 0'19	0°15 0°14
139 <i>c</i>	Running expenses ,, {	ist half	0,33	0,70	0,34	0,43 0,44	0°75 1'37	0 15 0'21	0.33 0.33	0.1g	0,21 0;12	0,71
140c	Fuel ,, {	ist half	0°14 0°14	0,21	0'47 0'47	0°25	n'73 0'5)	0.13	0.0/s 0.92	0.27 0.17	1,00	0.35 0.35
1410	Water ,, {	est half and ,,	0,01 0,03	0,03 0,04	0°03	0,01	0.11 0.12	0,03 0,43	0,61 0,64	0.02	0"(\$ 6"m)	50.0 50.0
1420	Oil, tallow and other stores . ,, {	ist ha'f and ,,	0.0? 0.0?	0'07	0°07 0°04	0°65 0°07	0.10	0,03	0'07 0'07	0,02	n,to o.6.)	6,62 0,62
1430	Maintenance and renewal of locometives ,,	ist half and ,,	0.73	0.15	0,34	0.13	1,07	0.12	n,?1 0.27	0.61	0.43 0.43	0,32 p,30
143 A (c)	Maintenance and renewal of machinery, tools and plant	est half and ,,	0.07	0,02	0,01	0,03	0,02	0,03	0.02	0,02	, 00%	0,C2
1440	Other charges (net) ,, {	ist lalf and s.	6,12 6,12	0.02	0,03	0'27	0,33	0,17 0,17	0,14 0,12	0°15 0'21	0,10 0,10	0,11
1450	Total locomotive expenses . " {	ist half and ,,	1,14	1173 2129	1,00	1,03	3°C2 6'47	1.65	3,3%	2 : 6 27)	3,23 3,23	1134 141
	Fuel consumed coals . llis. { in terms of wood . ,, }	ist half and ist half and .,	\$70°04 1:0°36 	172°27 167°10 	166'47 141'23 	157'e4 157'e5	3157/F 357745	160:48 150:91	144°97 134°03	 55,621 125,10	115'54 150'71	170'31 172'42 
	PER TOTAL TRAIN-MILE.									TABLE	CCAI	RIAGE
146a	General superintendence (including ( office expenses) . Annas	ist half	6,13 6,14	0,30	0,14	0'17	6,12	0,1;	0,16		0.34	e 23 0'17
1470	Repairs and renewals of scoaching vehicles , , ?	ist halt	0,41 6,43	3,34	0°57	0,17	0.2		e*67	1,5½ 6,60	1.61	1'02 0'35
148 <i>a</i>	Repairs and renewals of goods vehicles ,,	ist half and ,.	1°21 1°41	1,10	ი.ეე ი.ეი		-0 07 0'23	0'5:	2,23			0,42 0,62
145 A (a)	Repairs and renewals of machinery, tools and plant ,,	ist half and ,,	0,00	0.04	0,01			0,c2 0,0:	0,01		0.11	0,10
1490	Cleaning and oiling ,, {	ist half and "	. 0'21 . 0'22	0,40	0.32				0.31 0.32			0.23 0.34
150a	Other charges (net) ,, {	ist hall and ,,	0,03	0.03	0'e1	0'07		0,03 0,03	0,01 0,00		0,02	
151a	Total carriage and wagon expenses ,, }	ist half and ,,	2,33 3,00	5'50 4'20	1'30				3.42 3.01			
	PER 1,000 VEHICLE-MILES RUN BY HOME VEHICLES.											
1468	General superintendence (including { office expenses)	ist half and ,,	0,34 0,32	1*15	1,30	0,42			0,12		0.27	0.20
1476	Repairs and renewals of coaching vehicles † , }	ist half and ,,	4°29 0و'3	23°34 8°18	2°16 4°23		1,16		2,10 2,40		11'91	12°16
1486	Repairs and renewals of goods vehicles † , ,	ist half ind "	4.64 5.57	6°57 10°53	3,03 3,3,	3.01	-0.57 10°06		10,47	<b>!</b> _		2.0g
148 A (6)	Repairs and renewals of ma- chinery, tools and plant . ,,	ist half	10 0 10'0	0'15 0'15	0'13	0,02		60,0	0,17	0,12	0°24 0°36	0°14 6'13
1498	Cleaning and oiling	est half	0,01	1,13	1°18 0°70	1,27	0'77 2'71	0°50	6°97 0°90	1.21	1°35 1°55	0.81 0.64
1506	Other charges (net) ,, {	ist lialf and ,,	0.0 0.0	0°07 0°03	0,01 0 04	0,03	0,10	0.02	6,10		0,07	
1516	Total carriage and wagon crpenses ,, {	ist half and ,,	6.50 2.20	16.37	4°.8 4°36	4°07 6°64	1,42	3'74 3'14	10°65 6'70	8.33	11'54 15'24	5°69 4'65

^{*} The standard used is Kurhurbaree ceal, except in the case of

[†] These two items are calculated respectively upon the coaching and goods rehicle-mileage,

# (by systems) during each half-year of 1901-contd.

							3′	3}"					Gyvar.	
(a) to(c)	2 (b) to (d)	14	16	(a) & (b)	(g) to (f)	18	19	20	10 (¢)	21	23	24	Class: No.	į.
Madras.	Eastern Bengal.	Assam- Bengal.	Bengal and North- Western.	Rohil- kund and Kumaon	Raj• putana- Matwa.	Jodhpur- Bikaner.	Udaipur Chitor.	Bhave nagare Gondale Junagade Porbandar	Hydera- bad Godavari Valley.	Southern Mahratta.	South Indiao.	Burma.	Calendar year 1901 by half years.	S-rial number.
EXPE	NSES-con	icld.												
o'13 o'13	0'21 0'20	0°35	0°12 0°15	0°25 0°28	0'15 0'21	0,51 0,53	0.01 0.01	0°35 0°40	0,15 0,15	0'37 0'37	0,51 0,51	0°27 0°31	ist half and ,,	} 135e
0,40 0,30	o*35 o*39	0'41 0'43	0°24 0°30	0'30 0'31	0'44 0'55	0.50 0.50	0°25	o'52 o'57	0'45 0'51	0.20	0°56 0°54	o'50 0'50	ist half and ,,	} 1370
1°01	o.61 o.61	o'86 o'78	0,26	0°64 0°77	1,12 1,18	1'88 1'70	2°19 1°91	1.20 1.20	0°76 0°73	0.92 0.92	1°30 1°26	1°40 1°53	ist half and ,,	}1400
o o5 o o5	0°04 0'04	0,11	0,02	0.02	0,10 0,08	0,11	0°12 0°35	0°07 0°09	0,11	0,03	0,0? 0.00	0'11 0'14	ist half	}1410
o'o\$ o'o7	0°07 0°08	0.08	0.00	0.03	0,03	0°14 0°17	0.03	0°12 0°16	0 10 0 10		0,03	0°11 0°12	ist half and "	}1420
0'77 0'40	o*36 o*72	0'41 0'26	0°25 0°29	0,38	0'42 0'75	0.21 0.21	0'21 0'55	o 62 o 37	0,30 0,30		0.69 1,53	o*55 o*75	ist half and ,,	}1430
0,01	0.00		0.01	0,03	0,04	0'03	0.12	0.03	0*07	1	0,00	0.01	ist half	}143
0'02	0,00	0,10	0.53	0.07	0°07	0.32	0'07	0.04	0.07	1	0.00	0,31	and " ist half	) A(c) }144
0°23 0°25	0°30 0°34	0.13	-0.13	0,16	0.53	0'30		0'07	0'17		0*07	0,30	2nd ,,	
2'67 2'37	2.06 2.20	5,10 5,38	1'49	1,03	2·56 3·18		3.82 3.82		2°20 2°41		3.04 3.96	3.65 4.14	1st half 2nd ,,	}145
172'00 169'01	177*46	190°64 179'35		413°66 454°08	146'95 131'30 	208'45 192'75 	184'31 165'23 				179 44 167'34		ist half and ,, ist half and ,,	}
AND V	VAGON	EXPEN	SES.				- 		-					
0'15	0.50	1 0'41	0'14											<b>-</b>  }146
0'15 0'91	0,30	0'40	0.40	0.80	0'9'	0.46	2.4	0'71	0.1	4 0'94	1 04	0'77	ist half	}14
1°08 0'62	0.62	1	1	0'59	1'5	0.51	1'5	0'50	5 0.0	3 1.37	0.8	1'31	ıst half	}14
o'84 o'04	0*88	0.4	0'47	1	0.00	5 0.63		0,0	o'n	1 005	0.00	5 0.0	1st half	};;
0,04	0'04	0.0	0'0:	2 0'0		1	0.2	0.3	6 oʻz	6 015	0'20	6 03	rst half	} ₁₄
o*33 o*35	0'22	0,3	0'2	7 0.2	0'4'	1	0°0	1		-0.0	-00	3 0.0	st half	}15
0°12							0,0			-00:	-0.0			-
2'1) 2'6				2 2'10 2'0										\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\
				3 0°6	S 0°4	1'0	9 1.5	;6 o·8	io 6.	23 0'9		0 0'5	z 1st half	
0'5 0'4	7 o'S:	2 1'0	S 0'4	0'9	5 0'5	9 04	3 0'9	0.0	07 0		0'6	3 5	6 1st half	·   '   .
3°0 3°4	5 47	5 47	9 1'8	5 5 4	3 10"	17 1'3	3 - 12	33 27	1.	05 7'9	.0 5'5	52 5	32 2nd ,, 35 1st half	ŀί.
5.0 5.1			24	S 2*9	6 6	15 1'1	1 8	So 2'.	0	43 63	52 5.5	5,	12 2nd ,, 03 1st half	ι ζ,
0,1			0.0	01	3 0	32 0,0	7 17	1	16 0	21 0'	14 0	24 0	iố 2nd ,, es list half	
1.1					79 0	98 0'7	79	0.	76 1	05 0	63 0	S1 0°	55 2nd ,, 12 1et hal	$\int_{\mathcal{U}_{t}}$
0'4	0°1		05 -0.			0,0 0,0		13	04	o.			12 2nd ,,	
7':	37 8'0		94 3.	32 4		66 7° 62 3	72 31°				93 7°		5S 1st hal oz 2nd ,	

the Nizams's Guaranteed State railway, which uses Singareni coal.

all other items in the table being calculated upon the aggregate of both ecaching and goods vehicle-mileages,

# Analysis of working of each railway

Norg.-These statistics are not

	·							5.0,		Mora.	These statis	nes are not
		Class:	<u>1</u>			. (2)	. (1)	<u> </u>		1/2/20/10	9 [a] to	10 (a)
, i	D. persont IDe	No.	1	2 (a).	3	4 (a)	4 (6)	6	7	∃ (a) to (g)	(/).	and (b).
Scrial number.	Particulars.	Calen- dar year 1901 by half-	East Indian.	Pastern Bengal	Bengal Central,	Bengal Nagpur,	Raipur Dham- tari	Oadh and Robb- kband.	North Western.	Great Indixo Peninsula,	Pomlay, Bareda and Cen- tral India.	The Nizam's Garin-
Scrie	_	years.					(2'6")					erd Sinte
										TAB	LE D.—T	RAPFIC
	'PER TOTAL TRAIN-MILE,					o*gt	-•	0(4	0.(1	ري. دي.و	0.50	- 1
152 a	General superintendence (including office expenses) . Annas	2na ,,	0.70 0.23	1'35	0,70	0 50 0 50	0'10 0'13	0.63	0.60	65)	o.⊱. 3*18	0,42 0,69
153 a	Station staff	ist half and "	5,52 5,73	5'32 5'32	3.35	2,00	1'13	3,10 3,20	2.25	3,20 5,01	2,50	1.62
154 a	Train staff	est half and ,,	1,00	1°15 0%)	0,71	0,03 0,00	0'45 0'42	0.62	0°75 0'01	1°07 1°10	er87 0:53	0.72
155 a	Fuel, lighting, water and general stores ,,	rst half and ,,	0.25 0.45	0.50	0,27	0,23	:::	0.02	0.50 6.47	0.21 0.21	0 °1 1 °5	0'45 0'60
156 a	Clothing , , {	1st half 2nd ,,	0,01 0,02	0 11	0,02	0.00	•••	0,0)	0,02	0,03	0°10	0°10
157 a	Printing, stationery and tickets	ist half and ,,	0,51	0,27	0.12	0°43 1°51	0,25	0°27 0°27	0,11	0.10	0,43 0,43	0,33
158 a	Charges for delivery and collection of goods, etc ,,	ist half and ,,	ភ ពរ <i>១</i> 'បរ	0'03 0 02	:::	0,01	:::	6'01 6'01		6,03 6,01	•••	
159 a	Miscellaneous expenses . " {	ist half and ,,	0,03 0,03	0°05	0,03	0,03		0,01	0,01	0,01	0.03	0,01 0,63
160 a	Payments to other lines	ret half and ,	ი'ი <u>ა</u> ი'ი <u>ა</u>	0,09 0,01	0,13	0°57 0°67		0,12 6,12	0 05 003	011	0'04 0'03	0,10 0.10
161 <i>a</i>	Other charges (net) ,,	ist balf and ,,	0,05	0,01		0,01 0,01	:::	0°01 0'01	003	0'01	0.01	***
162 A	Total traffic expenses ,, -{	est half	4°76 4°67	0°67 8°62	6.01 2.03	2,10	2'07	4.53	470	4'17	( :S	4°24 4°43
								ļ				
	PER CENT. ON TRAFFIC EARNINGS.											
	(Abstracts H and I of Recenue Accounts).											
152 l	General superintendence (including folice expenses) Per cent.	ist half and "	o \$5 o \$9	2'13	2°17 1'03	1,29	0,21	137	1,03	019	0,12	er\$5 n.£)
153 b	Station staff ,,	ist half and ,,	3,35 3,32	8.20 2,63	5.84 6.05	3'44 4'05	8.52 2.10	4,0	3,63	3,23	3.63	2,2) 3,43
154 b	Train stafi ,, {	ist half and ,,	1,72 1,72	1.23 6.13	0,97	1'02	2,03	1,21	1,25	1,24	0%	1.03 50.1
155 b	Fuel, lighting, water and general stores ,	ist half and "	o 76 oʻʻ	1°34 1'06	1°10	1,50	:::	1'14 1'45	1'07 0'e1	0°73 1°23	0.50	0'79 0'91
156 b	Clothing ,, {	ist half and ,,	0,00 0,02	0°17 0°07	0,11	0,01	-002	0,10	0,10	0,62	0,10	0,1 <b>7</b> 0,63
157 b	Printing, stationery and tickets	ist half and "	0°27 0°35	0,32	0.21	0,13	1'90	0,23	0'13 0'13	0.36	0.70	6,23 6,23
158 b	Charges for delivery and collection of goods, etc ,,	irt half and "	0,01 0,01	0,02	***	0'02 0'02		0.05		0,03	:::	
159 &	Miscellancous expenses . ,, {	est half and ,,	0,01 0,04	0°05 0°07	0,01 0,02	0,62 0,01	:::	0,01	0'01 14'0	0,03	0,03	50°0 60°0
160 b	Payments to other lines . ,, {	1st half 2nd ,,	0,02 0,07	0°05 0°00	0.34	0.08	:::	0°30 0°28	0,08	6'16 6'22	0.02	n*5\$ o*ćo
3C37	Other charges (net) ,, {	ist half and ,,	 0'02	0,01 0,01	***	0 03 0'00		0°n3 0°03	20°0 20°0	0,03 6,61	0,01	6.01
162 b	Total traffic expenses . " {	ist half and ,,	<b>6</b> •90 <b>6</b> •90	15'41 11'49	12.45	8'S2 11'03	10'13	8.08 10,14	2.8c	6'47 9'18	5'93 7'95	6,13 6,13
					ļ							
	General superintendence per cent, on tradic carnings ings (including steam- boat)	1st half and ,,	o*\$4 o*\$9	1°98 1°53	2°17 1°03	1°55 1°60	0,03	1°25 1°37	1*04 1*03			0,63 0,63

# (by systems) during each half-year of 1901—contd.

						3 3%	· 						GAUGE.	
11 a) to (c).	2(b) to (d).	1.4	16	17 (a)&(b)	9 (g)to (j).	18	19	20	10 (c).	21	23	24	Class: No.	ន
Madras.	Eastern Bengal.	Assam- Bengal.	Bengal and North- Western.	Rehil- kund and Ku- maon	Rajputana- Malwa.	Jodhpur- Bikaner.	Uđaipur- Chitor.	Bhav- nagar Gondal- Junagad- Porbandar,	Hydera- bad- Godavari Valley.	Scuthern- Mahratta.	South Indian.	Burma.	Calendar year 1991 by half- years,	Serial number.
XPEN	SES.													
0.41 0.01	0'91	1'29 1'32	0.63 0.43	0°74 0°87	0°47 0 63	o 62 0'54	2*13 2*28	1°13 1°25	r'42 0'65	0'75 0'81	0.01 0.01	o*67 o*7	1st half 2nd ,,	}1520
2°00 2°07	2'72	3'71 3'82	0'48 1'64	1'46	1'87 2'45	1'03	3,40 3,40	5.84 5.81	1°57 1°70	1,36	1'84 1'71	2.23 2.64	ist half and ,,	}1534
o'62 o'63	0'57	0.62	0°41 0'49	0,40	0.01	0°21 0°20	0'33 0'27	0.48 0.48	o.20 0.62	0°70 0°71	0,40 0,43	o 63 o 65	ist half and "	}1542
o*50	0.22	o'85 o'92	0°41 0°44	0°50	0°47 0°78	0'30 0'37	0°93 0°61	o*64 o*64	0°54 0°50	0°44 0°52	0'34 0'31	0.2 <u>0</u> 0.42	ist half and ,,	} 155a
o'07 o'05	0.03	0°22 0°07	0,00	0'04 0'05	0.08	0'01	o oS o oS	0°07 0'02	0°01 -0°02	0.02	0.04	0°05 0 12	ist half and "	}15° a
o*33 o*46	1	o*36 o*43			0°25 0°31	0.40 0.38	0,10 0,15	0'45 0'47	0.31 0.31		0'43 0'34	0,30 0,30	ist half and ,,	}1570
0'03 0'03			0'15 0'11				:::	•••		:::	111 1-		ist half and ,,	} 15\$.1
o'04 o'03	0 02	0,01				:::		0°03 0°03	0.03		0,01	n°03 0 03	1st half 2nd "	}1590
0.0		:::	0°45 0°16	0,10	0.04		0.02 0.40	0,51 0,53			0.03		ist half and ,,	}160.
o.o;	0.51		0.00		0'01		:::	0'01 0'02				o.o1 0,03	irt half and ,,	} 161 <i>i</i>
4°3: 4°6:	9 5°17 0 4°60	7'0	3*8:		3'69	2'57	6°40	5*64 <b>5*</b> 99						} 162
							-							
1'2 1'2		2*4	5 1'3		6 0'7	5 1°58	3,48	1.7	9 1'1	5 1 8 3 2'1		1.12	i st half	} 15
3.2	1	7.0					3 3*46 5 3*37	4'4 5'6	6 4°2 7 4°2	24 4 2 49 50	9 3'7 2 3'4	7 46 7 5'4	s ist half and ,,	} 15
1'1	10 1'2	1 1.1	5 0.0	0'7	o'S 00 1'0		3 0°40		1 13	50 1'6 76 1'9			ı ist half g 2nd ",	}15
0.8	39 1.1	1.6	0.0				S 1'31			45 1°C				}19
o*:	13 00	7 0.7	41 0'0				4 0°1					0,5		} 15
0.	60 0'3	4 0.0	50 0.							57 81 0'8				1 15
0.			0.			:::	:::			***	•••	•••	ret half	12,
0.	1	3 0.	0.1 0.		00 00			0.0	-J [	0.00			o7 and "	15.
0.	10				28 o'	06 0'0	0.0		35 0° 49 0°	76 0°	50 °.	15	and ,,	12.
	'10 0'4 '13 0'		0'	19 44 0		01	:::	0,		0° 0° 0° 0° 0° 0° 0° 0° 0° 0° 0° 0° 0° 0	03 0.	0,		
7 5	·\$7 11· ·63 9·	18 13 21 15	*34 8 *54 10		752 5	50 6°	59 9'0 25 9'3		95 9 95 11	71 - 10	21 7' 53 7	75 8 05 10	no let bal	
	· 28 1'	79 2 47 3			·56 0	'75 1'	58 2°	92 1	779				ns 11 1 1 1	!! !

Analysis of working of each railway

	·	GAUGE.	-					5' 6".				istics are
		Class: No.	1	2 (a)	3	4 (a)	4 (b)	6	7	8 (a) to (g)	(a) to (1)	10 (a) and
Serial number	Particulars.	Calendar year 1901 by half-year.	East Indian	Eastern Bengal.	Bengal Central,	Bengal- Nágpur.	Raipur Dham- tari (2' 6")	Oudh and Rohil- khand.	North Western.	Great Indian Peninsula.	Bombay, Baroda and Central India,	The Nizam' Guaran teed Stat
	PER TOTAL TRAIN-MILE.									TABLE	EGEN	ERAT.
163	a Home expenditure Annas	ist half	# o'35 # o'35	0 27	1'95 1'48	1°04 1°03	o*98 i	0.09	0*12	#0.41 #0.49	0 26 0 33	0'7
164	Agent's office—salaries and expenses ,,	ist half	0,11 # 0,11	0°36 0°44	1,30 1,05	0'37 0'33		0°20 0°21	0,1Q	0°17 0 19	0°23 0°27	0.3
165	Audit, accounts and pay office ,,	{ ist half and ,,	0°45 0°46	0'78 0'71	1*67 1'31	0.84 0.40	0*07	o·62 o·63	0'52 0'50	0.22	0 93	0°2 1°2
166	Stores Department ,,	{ 1 st half 2nd ,,	0,14 0,19	0°06 0°0	0°22 0°14	0,12	•••	0°14 0°14	0*13	0.16	0,32	0,1
1674	Medical ,, ,,	{ ist half and ,,	0°14 0°13	0°20 0°18	0°14 0°13	0,53		0,11	0,14	0,10	0,30 0,34	u, 10 0, 1
1684	Rents and miscellaneous . ,,	{ st half and ,,	0'21 0'21	0.22	0.01	o*26		0,18	0,12	0'12	0,32	0'1ê 0'54
1694	Police ,,	1st half	0,18	0'16	0'44	0,36	0.01	0.12	0,13	0,13	0'34 0'44	0°29
1704	Advertising ,	1st half	0,01	0,01	0,03	0,07	0,10	0.01	0,01	0°26	0'47	0,20
171 a	Electric telegraph ,,	st half	0.24	0,01	0.06	0,01	o•61	0.03	0'02 0'74	0,02	0,01	0.01
1 72 a	Other charges (net) . ,,	2nd ,,	0.62	0.81	oʻ73	0.01	0'54	0,61	0'73	0 77	1.12	o <b>'</b> 56 o'56
		2nd ,,	·"					:::	0,01	0.03	•••	
73 <i>a</i>	Total general charges . ,,	1st half 2nd ,,	2°26 2°26	2.07 5.61	7.65 5.94	4°20 4°24	1'70 2'04	2'11	2,12	2,43 3,80	3.76 4.06	4°40 3°69
	PER CENT, ON TOTAL EARNINGS.											
63 <i>6</i>	Home expenditure Per cent	1st half 2nd ,,	* 0'50 0'52	0*47	3'10 2'56	1'72	4°58 9°69	0,00	0,10	0.20	0°24 0 38	I*10 1'02
б4 <i>в</i>	Agent's office—salaries sand expenses , ,,	tst half and ,,	0'15 0'17	0.62 0.62	2°06 1°76	0.62 0.64	:::	0'36 0'42	0°27 0°27	0'24 0'34	0,31	0*50
658	Audit, accounts and pay office ,	1st half 2nd ,,	0.62	1'32	2.65	1'37	0,33	1,11	0.89	0'80 1'14	0.86	0'41
668	Stores Department ,, {	ist half	0'24 0'22	0,11	0°36 0°25	0'29		0.50	0,51	0.53	0,33	1'47 0'23
678	Medical ,, ,, {	ist half and ,,	0 20 0'20	0'34 0'27	0.22	0°39 0°44		0.10	0,57	0'34	0.18	0°20 0°27
68 <i>b</i>	Rents and miscellaneous ,, {	ıst half 2nd ,,	0,31	0'36 0'32	1'49	0.44		0,33	0,51	0,10	0.32	0°24
69 <i>b</i>	Police ,, {	rst half	0'27 0'28	0.52	0 70	0,30	0.08	0.26	0,33	0,31	0'40	0.43 0.43
70b	Advertising ,, {	ıst half and ,,	0.01	0'02	0.04	0'45	0'09	0,05	0,01	0.46	0.01	0,90
1'b	Electric telegraph ,, {	st half	0,01	0'02	0'10	0'03	2.86	0,05	0,03	0'02	0.01	0,01
26	Other charges (net)	and "	0,00	0'01	1'28	2'10	3'74	1'23	1.53	0 94	0,03	o*79 o*83
-		2nd ,,	0,01			0,01			0°01 0°02	0 03	:::	0.03
36	Total general charges . ,, {	ist half 2nd ,,	3'14		12'16	6 88 8'15	7'96 14'20	3.77 4.57	3'56 3'46	3°46 5°05	3°48 4°72	6 17 5'40
1	PER CENT. ON GROSS EARNINGS.						-		TAB L	E GSE	ECIAL	
	Law charges Per cent. {	ist half and ,,	0.00	0.04	o'18 o'15	1		0,01		0°02 0 01	0.05	0,01
ľ		st half and "	0.00		0,01	o'n3		0°05 0°15	0'12	0,30	0.19	0.01
F	Rates and taxes ,, {	st half	0.13		0'32 0'25	0,10		0,03	0.10	0,00	0'11	0.01
F		st half	2'05			1'90		1 30	0'14	0.03	0,12	0,01
c	Other charges (net)	st half nd ,,		1.01	0.20	1.32	1'02 1'70	0,80 0,80	0.53	0 85	0 So	0°46 0°89
-   	ofal accided a 1 to 1	st half					1.03	2.00	0.80	1'27	0,04	1'02

^{*} Including cost of Government controlling establishment.

Appendix 46. Analysis.

# (by systems) during each half-year of 1901—contd.

repared by	the railway	ys not show	n.	····				····		·			·	
11 (a) to (c)	2 (b) to (d)	1.4	16	17	9 (g)to (j)		' 3}". 19	20	10 (c)				GAUGE.	
Madras.	Eastern Bengal,	Assam- Bengal,	Bengal and North- Western.	Rohil- kund and Kumaon	Raj- putana-	Jodhpur- Bikaner.	Udaipur- Chitor.	Bháv- nagar- Gondal- Junágad- Porhandar	Hydera- bad Godá- vari Valley.	Southern Mahratta	South Indian.	Burma.	Class: No Calendar Jear 1901 by half- years.	Scrial number.
CHARG	ES.													
0,58 0,58		2°75	#0'48 #0'54	*o'85 * o'63	0'15 0'24	•••	***	o*15 o*15	0'40 1'00	o.88 o.88	[#] 0'43 [#] 0'44	o.82 0.82	ist half and "	} 163
0°27 0°28		0°73	0,18 0,18	o'37 o'45	0°13 0°20	• ' 0'1.4	2°68 1°84	o'35 o'85	oʻ23 oʻ38	0'24 0'32	o*25 o*25	0,51 0,55	1st half 2n d,,	} 164
o*64 o*67	į	3,40 3,40	o·76 o·78	1'01 1'14	o*55 o*68	0°73 0°57	1°22 1°30	1 61 1 82	0.81 1.41	o.42 o.86	o'77 o'74	o 55 o 61	1st half 2nd ,,	} 165
0,10 0,12		· 0'72 0'72	0,10 0,00	0,20 0,32	0°27 0°26	0,13	0°13	0°35 0°41	0,13 0,11	0°20 0°22	oʻ22 oʻ20	0°17 0°20	1st half 2nd ,,	} 168
0'13 0'13		oʻ43 oʻ46	0'09 0'10	0 08 0'16	0°12 0°10	0.02 0.02	0°29 0°29	oʻ38 oʻ44	0,35 0,35	oʻ16 oʻ17	0°15	0°14 0°15	1st half 2nd ,,	}16;
0,10 0,10		0,35 0,35	0°13 0°13	ი'ვნ ი'42	0,30	0.0g	0°47 0°29	0 44 0'39	o*33 o*38	0'21 0'18	o'17 o'18	0°17 0°17	ist half	}168
o'17 o'29		0'41 0'39	0'23 0'24	o*34 o*38	o:26	0,10 0,08	•••	1°02 1°18	0°53 0°58	oʻ41 oʻ68	0°25 0°24	o.32 o.46	ist half and ,,	}169
0'02 0'02		0,03 0,04	0,01	oʻ01 oʻ02	0,01	•••	•••	0°01 10°0	0,01 10,0	0'01 0 0 1	0,01	0 01	ıst half	170
o'78 o'76		1.22 1.22	o*68 o*64	0°70 0°79	o*59 o*85	o*83 o*81	0,88 0, <u>8</u> 8	1°24 1°36	o.66 o.4	1,10	o*58 o'65	0°74 0°75	ıst half	}171
0'15 0'13		***	<u></u> 0'14	:::	•••	:::	•••	•••	•••	0'02	0,01	0,01	1st half 2nd ,,	}17:
2.60 2.22		0°10 8°98	3.62 3.62	4°26 4°61	3'02 2'21	1.88	5°74 4°72	5*98 6*61	3'39 5'01	3 87 4 53	3,50 3,50	3,3 ₀	ıst half 2nd ,,	}17
											_			
0'50 0'52	1ge.	4°10 5 <b>'5</b> 9	*0'94 1'33	1,20 1,20	0,38 0,54	***	•••	o'25 o'29	5.48 1.10	3 09 2 09	* o'85 o'87	1'46 1'91	1st half 2nd ,,	}16
0.78 0.48	Included with the S' 6" gauge.	1,36 1,76	oʻ36 oʻ46	0°73 0°75	0,31 0,51	0,30	3°74 2°78	1°19 1°67	0.36 0.40	o*58 o*86	0,20 0,10	0°38 0'43	ıst half 2nd "	} 16
1°12 1°23	the S	4°45 4°63	1 <b>'</b> 51	2°00 2°71	0°\$6	1,30	1.45 1.84	3,28 3,28	1°82 3°52	2,30 3,83	1'54 1'47	0°94	ist half and "	} 16
o*27 o*18	d will	1,42 1,52	0°17 0°24	0'49 0'72	, 0,35 10,43	0°28 0°27	0°27 0°20	0'54 0'79	0 25 0 47	0°47 0°58	0°44 0°40	0°30 0°42	ist half and ,,	} 16
0,53	Includ	0°78 0°95	0'1\$ 0'24	0.18	oʻ18 oʻ25	0°17 0'17	0,45 0,40	o.82	0°48 0°78	o*37 o*46	o'30 o'35	0°32 0°32	1st half 2nd "	}10
0,18		0*57 0*43	0'27 0'33	0'72 1'00	0,40 0,33	0°15 0°26	o.00 o.42	o*68 o*77	0,43 0,43	0°43 0°55	o•35	0,30 0.30	1st half 2nd ,,	} 10
0'29 0'53		0'73 0'79	o*46 o*59	იზე იზე	0*41 0*55	0°72 0°24		1.61 5.31	1°17 1°45	o'96 1'79	0.4g	o'79 o'74	ist half and "	}"
0°04 0°03		0°07 0°04	0°02 0°02	0,01 0,05	10.0		4··	0,03 0,01	0,01 0,05	0,03	0.03 0.03	0°02 0°01	1st half 2nd ,,	}:
1°37 1°39		3, <del>51</del> 3,03	1°35 1°56	1.90	0'93 1'34	2'07 1'84	1°39 1°49	1 <b>°</b> 94 2 <b>°</b> 67	1.48 1.84	2 37 2 91	1,18	1,22	1st half 2nd ,,	}1;
0'23 0'23		***	o:30	***	<b>0</b> 001		•••		0,01	0,01	0'01 0'02	0,01	1st half 2nd ,,	}1
4°73 5°01		16'28 18'57	5 26 6'32	8°44 10°93	3'49 4'74	4°72 4°38	8°20 7°31	9°33	7°54 12°47	9*17 11'97	6'40 6'50	5°70 7°05		},
MISCE	LLANE	OUSEX	PENSE	g.										
0,01 0,03		o.03 0.30	o⁴02 o⁺06	0.02	0,05 0.05			0°02	0°05 0°05	o.02	0,01	0,01		};
0°07 0°12		0'01 0'04	o*09	0°02 0°07	0°19 0°37	0,03	0°37 0°06	0°10	•••	0.00	0,01	0°02 0°06		},
0,12 0,12		o'05 0'43	o'04 o'05	0,01	0°11 0°12	0.00	•••	0,01	0,03	0°07 0°16	0°19			}1
• 81 • 45			o*04 o*05	0,03	0°17 0°30	1,23	o*79 2*45	0.30	0°19	0,10	0,00		15t half 2nd ,,	},
1-17 1-24		1*52 1*81	1°38 -0°03	0'41 0'53	0°57 0°67	oʻ23 oʻ28	0,3 <u>0</u>	0°09	0.28 1.08	1°24 1°97	0.25 0.28	o*88 1*05		  -  -
2'23 2'01		1°91 2°34	1'56 2'22	0°52 0°72	1°06 0°87	1,80	2.69 2.87	1°44 1°43	0.81	1*55 2*34	o.30			}

# Analysis of working of each railway

ENTRACT FROM TABLES PRINTED
NOTE.—These statistics are not

		GAUGE.						5' 6"				
		Class: No.	1	2 (a)	3	4(a)	4 (6)	6(a) & (b)	7 (a) to (e)	S (a) to (g)	9 (a) to (f)	10(a) & (ė)
Serial number.	Particulars.	Calen- dar year 1901 by half- years.	East Iodian.	Eastern Bengal.	Hengal Central.	Bengal- Nagpur	Raipur Dham- tari, (2' 6")	Oudh and Robil- khand.	North Western.	Great Indian Peninsula.	Bombay, Baroda and Cen- tral India,	The Nizam's Guarant- eed State.
18	FROM APPENDIX I.  Average number of locomotives on the line. No.	ıst-half	79's S10	114	20	168 176	4	169 171	624 634	747 747	185 185	5°
251	Average miles run per locomotive per diem. Miles	ıst-half	73'15 70'44	62°44 72°87	65.00 22.21	67:41 63:57	32.05 21.20	77'39 75'37	59°75	59°57 49°50	<b>55746</b> 45798	64°43 55°20
	the coal per engine-mile (coal burning engines)—	ıst-half	,						13	G 38 42	44.00	4635
tS:	Coaching lbs.	and "								\$8.50	44'50	42,50
183	Goods ,,	rst-half	\$1 ot 4933	51,35 20,31	41°00 42°32	45°S2 44°11	21°13 18°73	39,30 40.23	43°12 40°55	44°52 43°24	49°41 46°55	5731 5475
184	lbs, wood per engine-mile (wood-burn-	rst-half								50°92 43°53	51*10 45°3	53°50 C872
185	ing engines)— Coachiog lbs. {	ist-half and ,,	•••	•••	***			***	***			•
156	Goods, {	ist-half and ,,	•••		•••		•··		•== •	•••	•••	
187	Mixed ,, { Average gross weight of trains -	ist balf and ,,	***		***	•••				***		
188	Coaching Ton:	ist-half and ,,	121.07	153'54	191°62 15 <i>3</i> °27	202.02 203.20	35 Co	17470	217.25	102.70	159'37	157,13
189	Goods	ıst-half 2nd ,,	413°27 410°15	381 G1 394'34	169 oS 357°3	377.63 39265	46 :5	313°6	335,12 318,43	353°37 332°4°	543'79 49915	33373
190	Mixed ,, }	ist-half	235,20 255,24	312.11 313.11	204,01 120 22	217.20 215.13	35.10 36.11	20724	=39 31 =54'44		563,65 554,64	305'01 305'01
191	Average through speed of trains—  Ceaching . Miles fer hour {	ıst-half and ,,	:0.40	19*07	16.00	\$2,60 \$2,62	•••	25.32 25.23	22,42 21,13	54 93 . 51,81	20,72 30,12	22°86
192	Goods	ist half and ,,	*12.70 *12.70	12.∞	12'00	10°58		9,13	11'75	60°01 67°2	10,12 10 çõ	10'27
193	Mixed "	ist-half and ,,	15°00 15°00	14,20	17,00 14,00	17.20	15,03	16.00	12.84 12.12	12.88	15°13 1476	12,24
101	FROM APPEN IN 11.  Average mileage fer diem of coaching vehicles, locluding	ıst-half	<b>257,826</b>	44,926	9,765	75,950	738	87,413	c32,2%	213,013	74,630	14,754
	brakes	and ,, est-half	264, <b>3</b> 59 880,798	44,513	8,734 4,754	93,835 131,66;	£13	92,551 141,388	261,133 491,202	215,648	73,328 165,905	14,989 56,685
	Goods ditto ditto ,, {	2nd ,,	S17,777	117,165	16,621	127,227	459	121,608	474,793	45%311	100,463	46,237
19 ⁶	FROM APPENDIX V. Average age of sleepers—  Wood	ıst half	1071	8.20	12°30	7 35	0,20	9773	7'54	1700	S-44	12.00
197	ί	znd " 1st-half	10.02	\$5.00	12.32	7'74 § S';6	100	9°S1 § 16°56	7:85 § 12:85	17'00	832 13'42	15.00
		and ,,	† 10'07	§S-50		\$ 750		§ 16.22	§ 13.16	1175	1378	**19700
198	Wood Per cent.	ist-half and ,,	3.66 3.69	4°37 6°0S	2,52 2,52	0,41		0.35	2 51 3'17	1371	6,50 4,50	1°15 6'30
199	Iron ,, {	end "	†3'05 †3'12	§ 0.₹∂ § 0.82	***	\$ 0°37 \$ 0°03		€ 0.01 € 2.20	§ 5.25 § 4,00	0'07	3,50	##0°19
<u>.</u>	n The Alamahan Laf					- 1	{	1	1	- !	1	

The through speed of express goods trains is 16'90 miles per hour.
Deaham Olphert's sleepers only.
Total iron and steel sleepers.
Indian Midland railway only.
Bombay, Baroda and Central India railway only.
Total word, iron and steel.

# (by systems) during each half-year of 1901—concld.

'AS APPENDICES TO THE ANALYSIS.

Tabel   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part		<u> </u>					3'	32"						GAUGE.
	(a) to	2 (b) to (d)	14	16	17 (a) & (b)	9 (g) to (j)	18	19	20	10 (c)	21	23	24	Class: No
116	Iadras.			and North-	kund and Ku-	tana-	Jodhpur- Bikaner,	Udaipur- Chitor.	gar-Gon- dal-Junk- gad-Por-	bad Gódá-	Southern Mahratta.		Burma.	year 1901 by half-
65'15 65'77 48'26 74'35 \$4'8 69'71 4395 58'76 76'85 56'92 65'97 56'49 30'37 65'67 1st half 64'40 67'14 53'22 65'24 62'97 43'95 58'96 50'33 47'54 67'8 44'85 49'93 58'96 1nd',,  44'85 32'97 28'24 31'90 35'94 31'97 36'14 19'95 59'73 31'93 31'44 47'94 32'79 31'49 79'75 35'74 31'97 36'14 19'95 31'43 30'85 30'94 47'95 1st half 32'79 31'49 79'75 35'74 31'97 31'44 79'76 1st half 32'79 31'47 47'96 1st half 32'79 31'47 47'96 1st half 32'79 31'47 47'96 1st half 32'79 31'47 47'96 1st half 32'79 31'47 47'96 1st half 32'79 31'47 47'96 1st half 32'79 31'47 47'96 1st half 32'79 31'47 47'96 1st half 32'79 31'47 47'96 1st half 32'79 31'47 47'96 1st half 32'79 31'47 47'96 1st half 32'79 31'47 47'96 1st half 32'79 31'47 47'96 1st half 32'79 31'47 47'96 1st half 32'79 31'47 47'96 1st half 32'79 31'47 47'96 1st half 32'79 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'97 31'47'9	231	114	43	149	26	428	36	2	30	35	185	198	193	ıst half
6.44 6714 53'22 63'24 62'97 43'95 58'96 30'33 47'54 62'78 44'85 49'93 58'06 2nd ,,  43'85 33'97 25'24 31'90 35'94 31'87 36'14 29'36 59'73 31'84 29'33 39'82 18t half 43'98 33'19 31 47 29'98 35'37 32'46 31'42 29'36 31'93 31'84 29'33 39'84 47'73 and ,,	232	116	41	169	30	428	40	3	30	35	210	201	201	2nd ,,
43°81 33°07 28°24 31°90 35°94 31°67 30°14 29°95 30°33 31°54 49°39 31°49 29°33 30°35 40°39 31°49 29°33 30°35 31°49 29°33 30°4 47°73 20°43 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°49 31°	65.12	65°97	48.56	74.35	84'48	56*21	59.60	76.65	56*52	65'97	56.49	50.37	63.67	ıst half
4785 32°07 28°24 31°50 35°94 31°57 36°14 29°56 31°33 31°34 29°23 39°85 18t half 42°94 32°15 31°47 29°85 32°85 31°46 28°99 32°15 30°84 22°23 39°85 18t half 32°15 32°85 30°94 42°73 42°96 18t half 32°86 32°85 30°94 42°37 42°96 18t half 32°86	64.40	67.14	53'22	63,51	62*97	43°95	58.36	50'33	47*54	62'78	44'85	49'93	58℃	2nd ,,
43°8   32°9   25°24   31°90     35°94   31°87   36°14   29°36   31°33   31°84   29°23   39°38   181 half   42°94   32°29   31°42   29°05     32°37   32°46   31°42   25°29   33°15   30°28   33°71   42°36   181 half   33°73   31°46   33°71   42°36   181 half   33°73   31°46   33°71   42°36   181 half   33°73   31°46   33°71   42°36   181 half   33°73   31°46   33°71   42°36   181 half   33°73   31°46   33°71   42°36   181 half   33°73   31°46   33°71   42°36   181 half   33°73   31°46   33°71   42°36   181 half   33°73   33°74   33°75   33°76   33°76   33°76   33°76   33°76   33°76   33°76   33°76   33°76   33°76   33°76   33°76   33°76   33°76   33°76   33°76   33°76   33°76   33°76   33°76   33°76   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   33°77   3										35'29	) [	30.52	40'23	ıst half
4294 32°9 31 47 29°3 32°37 32°46 31'42 28°9 32°15 30°28 30°94 42°31 and ,,										59°73		29'34	40.49	2nd ,,
	43'89	32'07	28.54	31,00	•••	35'94	33.87	36.14		31'93	15 31	29.23	39.82	ist half
	42'94	35.20	31 42	50.02	•••	32'57	32.46	31'42	28,50	32'15	30'28	30'94	42'73	2nd ,,
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	•••		•••	***		•••			•••				•••	2nd ,,
				444	55.45	•••			•••				•••	ıst half
				•••	59.06	•••		•••	•••	***			•••	2nd "
134'64		•••		•••		•••	•••	•••	•••	•••	•••	٠	***	ıst half
131'47 96'24 100'75 142'79 \$ 107'64 67'93 77'94 110'36 88'13 80'38 122'58 2nd ,, 379'20 177'88 131'13 171'37 \$ 239'58 150'43 168'70 134'30 269'23 107'10 179'98 1st half 377 00 179'83 151'62 161'41 \$ 142'82 159'90 176'27 143'30 267'91 116'78 150'68 2nd ,, 244'36 126'56 194'85 170'83 \$ 142'44 105'56 174'41 146'67 158'98 268'30 181'77 182'44 1st half 261'88 123'66 178'79 146'50 \$ 244'64 113'46 163'23 133'96 138'67 198'38 167'99 174'84 2nd ,, 20'23 19'28 15'40 19'27 20'25 16'75 18'00 18'20 2nd ,, 11'93 11'16 9'59 10'49 9'51 10'14 10'36 9'80 8'30 9'50 10'78 1st half 11'90 11'16 9'50 10'27 9'51 10'33 10'36 9'80 8'30 9'50 10'78 1st half 11'10 12'50 11'62 12'10 12'56 14'52 12'85 14'76 11'83 12'42 12'81 12'00 13'05 1st half 11'10 12'50 11'62 12'10 13'59 14'52 12'85 14'76 11'83 12'42 12'81 12'00 13'05 1st half 11'10 12'50 13'43 14'10 12'56 14'52 12'85 14'76 11'83 12'42 12'81 12'00 13'05 2nd ,, 189',991 79,093 23,244 14'2,215 24'898 593,475 23,794 1,726 17,940 27,007 13,3,375 85,936 166,205 1st half 197,445 80,075 21,691 124,589 18,262 399,650 28,246 1,587 12,645 21,790 106,558 87,438 140,961 2nd ,,  28 98 † 14'50 17'88 † 14'50 ** 11'21 12'50 12'11 10'59 2nd ,,  29 94 12 00 ‡ 11'35 10'10 9'50 ₹ 7'50 ** 11'21 12'50 12'11 10'59 2nd ,,  29 93 † 14'50 17'88 † 14'50 ** 11'21 ** 13'50 15'15 5'36 1st half 29 94 246 0'71 ‡ 1'71 3'17 4'71 ₹ 0'20 0'97 0'10 0 86 4'92 2'08 2nd ,,  20 15 † 2'78 ‡ 0'06 † 0'17 0'97 0'10 0 86 4'92 2'08 2nd ,,  20 15 † 2'78 ‡ 0'06 † 0'17 0'97 0'10 0 86 4'92 2'08 2nd ,,  20 15 † 2'78 ‡ 0'06 † 0'17 0'97 0'10 0 86 4'92 2'08 2nd ,,  20 15 † 2'78 ‡ 0'06 † 0'17 0'97 0'10 0 86 4'92 2'08 2nd ,,  20 15 † 2'78 ‡ 0'06 † 0'17 0'97 0'10 0 86 4'92 2'08 2nd ,,  20 15 † 2'78 ‡ 0'06 † 0'17 0'97 0'10 0 86 4'92 2'08 2nd ,,  20 15 † 2'78 ‡ 0'06 † 0'17 0'97 0'10 0 86 4'92 2'08 2nd ,,  2		•••		•••	J [	•••		•••	•••	•••	•••		•••	2nd ,,
379'20 177'85 131'13 171'37 \$ 239'55 150'43 168'70 134'30 269'23 107'10 179'98 1st half 377 00 179'83 151'62 161'41 \$ 142'82 159'90 176'57 145'89 267'91 116'75 150'08 2nd ,, 244'36 126'56 194'85 170'83 \$ 142'44 105'56 174'41 146'67 158'98 208'30 181'77 185'24 1st half 261'85 123'66 178'79 146'80 \$ 244'64 113'46 163'23 133'36 138'67 198'38 167'99 174'84 2nd ,, 20'23 19'23 15'40 19'27 20'25 16'75 18'00 18'20 2nd ,, 20'23 19'23 15'40 19'27 20'25 16'75 18'00 18'20 2nd ,, 20'23 19'23 15'40 19'27 20'25 16'75 18'00 18'20 2nd ,, 20'23 19'23 15'40 19'27 20'25 15'76 18'00 18'20 2nd ,, 20'23 19'23 15'40 19'27 20'25 15'76 18'00 18'20 2nd ,, 20'23 19'23 15'40 19'27 20'25 15'76 18'00 18'20 2nd ,, 20'23 19'23 15'40 19'27 20'25 15'76 18'00 18'20 2nd ,, 20'23 19'23 15'40 19'27 20'25 15'76 18'00 18'20 2nd ,, 20'23 19'23 15'40 19'27 20'25 15'76 18'00 18'20 2nd ,, 20'23 19'23 15'40 19'27 10'36 9'80 8'30 9'50 10'78 1st half 11'90 11'16 9'50 10'27 95'1 10'33 10'36 9'80 7'81 9'50 10'78 2nd ,, 11'10 12'50 13'13 12'10 12'56 14'52 12'85 14'76 11'83 12'42 12'81 12'00 13'05 1st half 11'10 12'50 11'62 12'10 13'59 14'52 12'85 14'76 11'83 12'42 12'81 12'00 13'05 2nd ,, 75,005 48,806 18,837 89,650 13,846 143,364 20,338 1,855 18,115 14,112 64,759 93,372 91,833 2nd ,, 71,049 50,655 20,719 90,550 13,846 143,364 20,338 1,855 18,115 14,112 64,759 93,372 91,833 2nd ,, 71,049 50,655 20,719 90,550 13,846 143,364 20,338 1,855 18,115 14,112 64,759 93,372 91,833 2nd ,, 71,049 70,003 23,244 147,215 24,598 503,425 23,294 14,756 17,940 27,007 133,375 85,936 166,208 1st half 197,245 80,075 21,601 121'8 10'10 9'50 7'8'00 11'21 12'50 12'11 10'05 2nd ,, 11'12 11'10 12'10 12'10 12'10 12'10 12'10 12'10 12'10 12'10 12'10 12'10 12'10 12'10 12'10 12'10 12'10 12'10 12'10 12'10 12'10 12'10 12'10 12'10 12'10 12'10 12'10 12'10 12'10 12'10 12'10 12'10 12	134.64	87.30	164.82	139.88	ş	107.85	78.28		72.97	116.00	88.83	70,81	126'10	ıst half
377 90	131'47	96.54	100'75	142'79	§	107.64	67.93	•••	72'94	110,36	88.13	86,03	122'58	2nd ,,
244'36 126'36 194'86 170'83 \$ 142 44 103'56 174 41 146'67 158'98 205'30 151'77 185'24 1st half 261'85 123'66 178'79 146'80 \$ 244'64 113'46 163'23 133'96 135'67 198'58 167'99 174'84 2nd , ,	379`20	177.88	131.13	171'37	§	239.28	150'43	•••	168°70	134,30	269,53	107'10	179*9\$	1st half
261·SS 123·66 178 79 146·S0 5 244·64 113·46 163·93 133·96 138·G7 198·38 167·99 174·84 2nd ,,  2013 19·29 15·40 19·27 20·25 16·75 18·00 18·20 18t half  2013 19·28 15·40 19·27 20·25 15·76 18·00 18·20 2nd ,,  11·91 11·16 9·50 10·49 9·51 10·14 10·36 9·80 8·30 9·30 10·78 18t half  11·90 11·16 9·30 10·27 9·51 10·33 10·36 9·80 7·81 9·50 10·78 2nd ,,  11·10 12·50 11·12 12·10 12·56 14·52 12·85 14·76 11·83 12·42 12·81 12·00 13·05 18t half  11·10 12·50 11·62 12·10 13·59 14·52 12·82 14·76 11·83 12·42 11·63 12·00 13·05 2nd ,,  75.000 45.806 18.837 8.96·50 13.829 144.654 16.900 1.963 15.817 14.322 68.326 95.387 93.565 18t half  71.049 50.655 20.719 90.550 13.846 143.354 20.338 1.805 18.115 14.112 64.759 93.372 91.283 2nd ,,  187.991 79.093 23.244 147.215 24.998 503.425 23.294 1.726 17.990 27.007 133.375 85.936 166.208 18t half  197.245 80.075 21.691 124.889 18.262 329.650 28.246 1.587 12.645 21.790 106.558 87.438 140.961 2nd ,,  28.93 † 14·50 1 11·35 10·10 9·50 \$800 11·21 12·50 12·18 10·59 2nd ,,  29.35 † 14·50 17·85 † 14·50 11·21 12·50 15·15 5·36 18t half  29.37 4·37 0·26 2·51 0·72 5·39 \$0·49 0·19 0·79 0·10 0·86 4/92 2·68 2nd ,,  20.33 **  20.34 2·46 0·71 1·71 3·17 4/71 \$0·20 0/97 0·10 2·18 14/46 1·09 2·18 14/46 1·09 2·18 14/46 1·09 2·18 14/46 1·09 2·18 14/46 1·09 2·18 14/46 1·09 2·18 14/46 1·09 2·18 14/46 1·09 2·18 14/46 1·09 2·18 14/46 1·09 2·18 14/46 1·09 2·18 14/46 1·09 2·18 14/46 1·09 2·18 14/46 1·09 2·18 14/46 1·09 2·18 14/46 1·09 2·18 14/46 1·09 2·18 14/46 1·09 2·18 14/46 1·09 2·18 14/46 1·09 2·18 14/46 1·09 2·18 14/46 1·09 2·18 14/46 1·09 2·18 14/46 1·09 2·18 14/46 1·09 2·18 14/46 1·09 2·18 14/46 1·09 2·18 14/46 1·09 2·18 14/46 1·09 2·18 14/46 1·09 2·18 14/46 1·09 2·18 14/46 1·09 2·18 14/46 1·09 2·18 14/46 1·09 2·18 14/46 1·09 2·18 14/46 1·09 2·18 14/46 1·09 2·18 14/46 1·09 2·18 14/46 1·09 2·18 14/46 1·09 2·18 14/46 1·09 2·18 14/46 1·09 2·18 14/46 1·09 2·18 14/46 1·09 2·18 14/46 1·09 2·18 14/46 1·09 2·18 14/46 1·09 2·18 14/46	377 90	179*83	151.62	161,41	§	142.82	159'90		17657	145'89	267'91	116'78	150'68	2nd ,,
20°23 19°28 15°40 19°27 20°25 16°75 18°00 18°20 1st half 20°23 19°28 15'40 19°27 20°25 15';6 15°00 18°20 2nd ,, 11°93 11°16 9°50 10°49 9°51 10°14 10°36 9°80 8°30 9°50 10°78 1st half 11°90 11°16 9°50 10°27 9°51 10°33 10°36 9′80 7′81 9°50 10°78 2nd ,, 11°10 12°50 11°62 12°10 13°59 14′52 12°85 14′76 11°83 12°42 12°81 12°00 13°05 1st half 11°10 12°50 11°62 12°10 13°59 14′52 12°82 14′76 11°83 12°42 11°63 12°00 13°05 2nd ,, 75,005 48,806 18,837 89,650 13,829 141,654 16,900 1,963 18,817 14,322 68,326 95,397 93,565 1st half 187,991 79,093 23,244 147,215 24,998 503,425 23,294 1,726 17,940 27,007 133,375 85,936 166,208 1st half 197,245 80,075 21,691 124,589 18,262 329,650 28,246 1,587 12,645 21,790 106,558 87,438 140,961 2nd ,, 187,991 12°00 11°139 10°42 9°50 5800 11°21 12°50 12°11 10°95 2nd ,, 187,993 5°35 14′50 11°36 11°37 1 11°38 11°38 11°39 10°42 9°50 5800 11°21 12°50 12°11 10°95 2nd ,, 187,993 10°15 15°15 15°10 18°38 11°50 11°21 12°50 12°11 10°95 2nd ,, 187,993 10°16 11°16 11°10 10°10 9°50 5800 11°21 11°10 10°10 5800 11°10 10°10 10°10 0°10 0°10 0°10	244.36	126.26	194.86	170°83	§	142 44	105.20	174 41	146'G7	158.98	205'30	181.14	185.51	ıst half
20'23	261.88	123.66	178 79	146'80	Ş	511,01	113'46	163.53	133,30	138'67	198'58	167'99	17,4'84	2nd ,,
11'93	20'23	19:23		15*40	414	19*27			20.52		16.75	18.00	18,50	ıst half
11'90	20.23	19'28	•••	15'40	•••	19'27			20,52	•••	15';6	18'00	18,50	2nd ,,
11'10	11.00	11.10	•••	9:50	10.10	9*51	10'14	•••	10,36	9,80	8:30	9,20	10.48	1
11'10	11,00	11.19	•••	9.20	10'27	9.21	10,33	•••	į.	9'80	7'81	9,20	10*78	2nd ,,
75,005 45,806 18,837 89,650 13,829 141,654 16,900 1,963 18,817 14,322 68,326 95,337 93,565 1st half 71,049 50,655 20,719 90,550 13,846 143,394 20,338 1,895 18,115 14,112 64,759 93,372 91,283 2nd ,, 187,924 79,093 23,244 142,215 24,998 503,425 23,294 1,726 17,940 27,007 133,375 85,936 166,208 1st half 197,245 80,075 21,691 124,589 18,262 329,650 28,246 1,587 12,645 21,790 106,558 87,438 140,961 2nd ,,  **  9'47 12 00 \$\frac{1}{11'35}\$ 10'10 9'50 \$\frac{7}{5'0}\$ 4'99 10 82 12'50 12 18 10'59 1st half 4'12 12'00 \$\frac{1}{11'30}\$ 10'42 9'50 \$\frac{7}{5'0}\$ 4'99 10 82 12'50 12 18 10'59 2nd ,,  28 93 † 14'50 17'85 † 14'50 ** 11'21 12'50 12'11 10'95 2nd ,,  28 93 † 14'50 18'38 † 15'00 ** 11'21 \$\frac{1}{12}\$ 13'50 15'15 5'36 1st half 29'35 † 15'00 18'38 † 15'00 ** 11'71 ** 14'00 15'54 5'86 2nd ,,  1st half 3'04 2'46 0'71 \$\frac{1}{1}\$ 1'71 3'17 4'71 \$\frac{7}{1}\$ 0'20 0'97 0'04 2'18 4'46 1'09 0'15 † 2'78 \$\frac{1}{2}\$ 0'06 \$\frac{1}{2}\$ 10'10 1st half	11.10	1	13.13		12.26				1	İ	ì		1	l .
71,049 50,655 20,719 90,550 13,846 143,354 20,338 1,895 18,115 14,112 64,759 93,372 91,283 2nd ,, 187,994 79,093 23,244 142,215 24,898 503,425 23,294 1,726 17,940 27,007 133,375 85,936 166,208 1st half 197,245 80,075 21,691 124,589 18,262 329,650 28,246 1,587 12,645 21,790 106,558 87,438 140,961 2nd ,,  **  9'47 12 00 \$\frac{1}{11'35}\$ 10'10 9'50 \$\frac{7}{17'50}\$ 4'99 10 82 12'50 12'11 10'95 2nd ,, 28 93 † 14'50 17'88 † 14'50 11'21 12'50 12'21 10'95 2nd ,, 28 93 † 14'50 17'88 † 14'50 ** 11'171 ** 13'50 15'15 5'36 1st half 29'35 † 15'00 18'38 † 15'00 ** 11'71 ** 14'00 15'54 5'86 2nd ,, 3'04 2'46 0'71 \$\frac{1}{1'71}\$ 3'17 4'71 \$\frac{7}{10'20}\$ 0'97 0'04 2'18 4'46 1'09 0'15 † 2'78 \$\frac{1}{10'06}\$ \$\frac{1}{10'10}\$ \$\frac{1}{10'10}\$ \$\frac{1}{10'10}\$ \$\frac{1}{10'10}\$ \$\frac{1}{10'10}\$ \$\frac{1}{10'10}\$ \$\frac{1}{10'10}\$ 2nd ,,  11'21 \$\frac{1}{10'10}\$ 15'54 5'86 2nd ,,  15 15'00 18'38 \$\frac{1}{10'10}\$ \$\frac{1}{10'10}\$ \$\frac{1}{10'10}\$ 2'08 2nd ,,  15 15'15 5'36 2nd ,,  15 15'15 5'36 2nd ,,  15 15'15 5'36 2nd ,,  15 15'15 5'36 2nd ,,  15 15'15 5'36 2nd ,,  15 15'15 5'36 2nd ,,  15 15'15 5'36 2nd ,,  15 15'15 5'36 2nd ,,  15 15'15 5'36 2nd ,,  15 15'15 5'36 2nd ,,  15 15'15 5'36 2nd ,,  15 15'15 5'36 2nd ,,  15 15'15 5'36 2nd ,,  15 15'15 5'36 2nd ,,  15 15'15 5'36 2nd ,,  15 15'15 5'36 2nd ,,  15 15'15 5'36 2nd ,,  15 15'15 5'36 2nd ,,  15 15'15 5'36 2nd ,,  15 15'15 5'36 2nd ,,  15 15'15 5'36 2nd ,,  15 15'15 5'36 2nd ,,  15 15'15 5'36 2nd ,,  15 15'15 5'36 2nd ,,  15 15'15 5'36 2nd ,,  15 15'15 5'36 2nd ,,  15 15'15 5'36 2nd ,,  15 15'15 5'36 2nd ,,  15 15'15 5'36 2nd ,,  15 15'15 5'36 2nd ,,  15 15'15 5'36 2nd ,,  15 15'15 5'36 2nd ,,  15 15'15 5'36 2nd ,,  15 15'15 5'36 2nd ,,  15 15'15 5'36 2nd ,,  15 15'15 5'36 2nd ,,  15 15'15 5'36 2nd ,,  15 15'15 5'36 2nd ,  15 15'15 5'36 2nd ,  15 15'15 5'36 2nd ,  15 15'15 5'36 2nd ,  15 15'15 5'36 2nd ,  15 15'15 5'36 2nd ,  15 15'1	11,10	12'50	11'62	12,10	13'59	14'52	12.82	14'76	11.83	12,42	11'03	12'00	13'05	2nd ,,
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197,245 80,075 21,691 124,589 18,262 329,650 28,246 1,587 12,645 21,790 106,558 87,438 140,961 2nd ,,  197,245 80,075 21,691 124,589 18,262 329,650 28,246 1,587 12,645 21,790 106,558 87,438 140,961 2nd ,,  197,245 80,075 21,691 124,589 18,262 329,650 28,246 1,587 12,645 21,790 106,558 87,438 140,961 2nd ,,  197,245 80,075 21,691 124,589 18,262 329,650 28,246 1,587 12,645 21,790 106,558 87,438 140,961 2nd ,,  197,245 80,075 21,691 124,589 18,262 329,650 28,246 1,587 12,645 21,790 106,558 87,438 140,961 2nd ,,  197,245 80,075 21,691 124,589 18,262 329,650 28,246 1,587 12,645 21,790 106,558 87,438 140,961 2nd ,,  197,245 80,075 21,691 124,589 18,262 329,650 28,246 1,587 12,645 21,790 106,558 87,438 140,961 2nd ,,  197,245 80,075 21,691 124,589 18,262 329,650 28,246 1,587 12,645 21,790 106,558 87,438 140,961 2nd ,,  197,245 80,075 21,691 124,589 18,262 329,650 28,246 1,587 12,645 21,790 106,558 87,438 140,961 2nd ,,  197,245 80,075 21,691 124,589 18,262 329,650 2nd ,,  197,245 80,075 1218 10,595 115 15 15 15 15 15 15 15 15 15 15 15 1	71,049	i 1		1			1	1	l	1		ĺ		1
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0'15 † 2'78 ‡ 0'06 † 0 17 ¶ 0'09 ## 0'24 0'04 ist half		1		1	1		1	i	1	0*04	2,18	4.46	1,00	and ,,
one W etc. ## 67g   72d		i i				1	1	1		¶ 0'09	## 0°24	0.04		1st half
	0.13	1 2 58				1		ì	0°02	T 0'04	** 677	0.33		2nd ,,

^{*} Excludes No.th-East line. † Total iron and steel.

[†] Total iron and steel.

‡ Tirhoot section only. The figures for the Company's section are—item 195

§ Information not furnished. || Jodhpur railway only. || Total wood and steel sleepers. || Ist-half o'85. |

[Item 198]

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^{††} South Indian railway only..

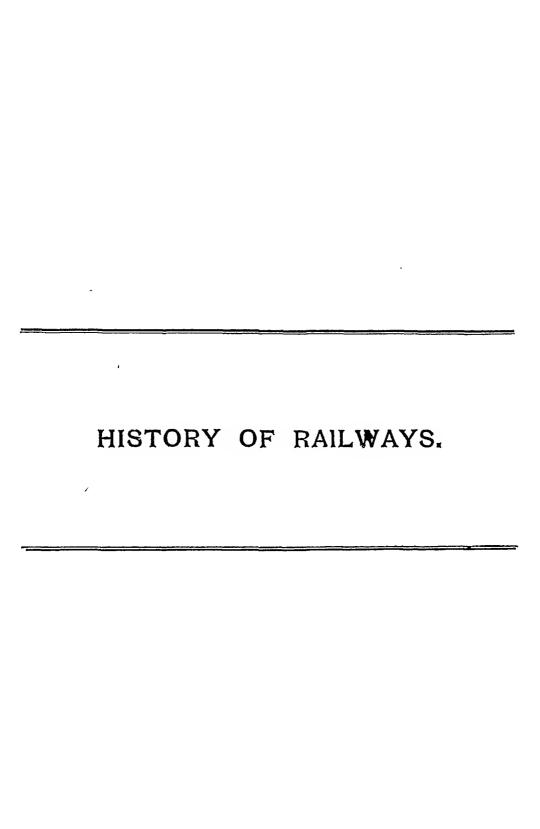


Chart	
Class: Name and conti	History of railways constructed and in progress  Of Date Of Date
No. Name and sections of railway.	Date Date Date
AGRA.DEL III CO	Sanction Of Man
AGRA-DELHI CHORD	Pointing. Potal.
J Deini	Miles. Miles.
	·
Total, Agra-Delhi chord	15-9-98   121-16
	"
	"" 121°16
9 (i) AHMEDABAD-PARANTIJ— (See Bombon -	
(See Bombay, Range)	
(See Bombay, Baroda and Central India system.)	
6(1)	
6 (d) ALLAHABAD-FYZABAD— (See Oudbard 1	
(See Oudh and Rohilkhand system).	
system).	
8(1)	
8 (c) AMRAOTI	
(See Great Indian Peninsula system.)	
system.)	

on the 31st December 1901, alphabetically arranged.

	Remarks.	
ı. Ag	General remarks.—Although the line has been sanctioned for construction, commencement been postponed pending the settlement of other questions.	of work has
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History of railways constructed and in progress

Appendix 47. History of railways.

	y or runnayor	His	tory	of railways	constructed	a ana in	progres
Class: No.	Name and sections of railway.			Date of sanction.	Date of opening.	Mileage.	Total.
14 (a)	ASSAM-BENGAL SYSTEM— (3' 3\frac{3}{2}" gauge.)				•	Miles.	Miles.
	Main line-						
	Chittagong Port to Chittagong		•	ر (	3-11-95	1'73	
	Chittagong to Feni		•		1-7-95	56 <b>·</b> 90	
	Feni to Comilla , .				1 <b>-7-</b> 95	30.10	
	Comilla to Akhaura		•		r <b>-1-</b> 96	29.41	
'	Akhaura to Karimganj *		٠	28-5-91	*4-12 <b>-</b> 96	115.00	
	Karimganj to Badarpur*				*4-12-96	12.00	
	Badarpur to Damchara				<b>23-4-99</b>	18.20	
	Lumding to Nazira				1-1-01	142'20	
	Nazira to Lakwa			) (	15-11-01	10.75	
	Total Mai	in line		•••	•••	***	425'59
	Branches-				:		
	Laksam to Chandpur			<b>1</b> (	1-7-95	31.62	,
	Badarpur to Katta Khal				13-6-98	6'27	
	Katta Khal to Silchar				8-11-98	12'35	
	Gauhati to Gauhati Ghât				1-1-00	1'22	
	Gauhati to Jamuna Mukh	. ,		} 28-5-91 <b>3</b>	1-1-97	74.20	
	Jamuna Mukh to Lanka				2-1-99	19:35	
	Lanka to Lumding (temporary station) .		•		1-3-99	15.51	
	Lumding (temporary station) to Lumding .		•		20-2-00	3.10	
	Total Br.	anches		•••			163.6
	Total open mileage, Assam-B	ENGAL	•	•••	•••	•••	589.2
	Lines under construction or sanctioned for constr	uction—					
	Assam-Bengal—						
,	Damchara to Lumding			) ´c	† 1·6·02)		
	Lakwa to Tinsukia			28-5-91	† 21 - T 2 - C 2	155.24	
(6)	Noakhali (Bengal)—	•			31-12-027		
	Laksam to Ichakhali	• •		<b>6-4-</b> 01	†15-12 <b>-</b> 02	34'95	
	Total Lines under constr	uction			1-5-12-02	34 93	190.1
	GRAND TOTAL, ASSAM-BENGAL ST				•••		779'4

on the 31st December 1901, alphabetically arranged.

#### REMARKS.

I. Lines comprising system.—The Assam-Bengal railway system is made up of—

<ul> <li>(a) Assam-Bengal railway (3' 3½" gauge)</li> <li>(b) Noakhali (Bengal) railway (3' 3½" gauge)</li> </ul>	•	•		Open line. Miles. 589.21	Under construction. Miles. 155.24 34.95	Total. Mises. 744°45 34°95
	Т	otal	•	589.21	190.10	779'40

#### 2. Assam-Bengal railway-

(a) The Assam-Bengal railway is worked under the following contract—

Contract of—26th April 1892 (between the Secretary of State and the Assam-Bengal Railway Company) for construction and working.

(b) The general conditions of the contract are as follows:-

- (i) Government aid.—Government guaranteed interest in sterling at 3½ per cent. on the Company's share capital of £ 1,500,000 till 30th June 1898, and thereafter at 3 per cent. Land was also provided free of charge.
- (ii) Terms of contract.—The contract provides that the Company raise £ 1,500,000, and that any further money required, be either supplied by the Government or raised by the Company under guarantee. Subject to the provisions of the contract, all land and everything constructed or to be constructed thereon, and generally all property, whether real or personal, (with the exception of moneys paid against interest on the Company's share capital and sums applied from net earnings) are the property of Government, but are subject to use and enjoyment by the Company during the continuance of the contract.
- (iii) Currency of contract.—Government may determine the contract, by giving 12 months' previous notice, on the 31st December 1921 or at the end of any succeeding 10th year. Government may also determine the contract at any time, on six months' notice, if the Company fail to fulfil their obligations or the line is worked at a loss. On the determination of the contract, the Company are to hand over to Government the railway and all its belongings of every description, on repayment of the amount of the par value of the share capital paid by the Company to Government.
- (iv) Power of Company to surrender contract .- Nil.
- (v) Terms of working The net earnings to be applied in payment of-

The equivalent in rupees of interest paid on debenture eapital; provided that if the Company's share capital is not less than \$\frac{3}{17}\$ths of the total capital expenditure, the rate of interest recovered under this sub-head (on debentures issued previous to the 30th June 1898) shall not exceed the rate for the time being applicable to the Company's share capital;

The equivalent in rupces of guaranteed interest paid to the Company in respect of share capital; Interest on the capital contributed or deemed to be contributed by Government, at the same rate as the guarantee for the time being on the Company's capital. But if the Government capital exceed Thiths of the total capital expenditure for the time being, the rate of interest on the amount of the excess to be subject to agreement; and

The residue to Government and the Company in the ratio of their respective capital expenditure.

- (vi) Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.
- (vii) General remarks.—As it was considered that railway communication with Bengal and Assam was a matter of urgency, the construction of the Assam-Bengal railway as a State line was sanctioned in May 1891. The Assam-Bengal Railway Company was subsequently formed in England in April 1892 and absorbed the Assam-Bengal State railway.
- 3. Noakhali (Bengal) railway-
  - (a) The Noakhali (Bengal) railway is worked under the following contracts:-

Contract of-27th March 1901 [between the Secretary of State and the Noakhali (Bengal) Railway Company] for construction of the line.

27th March 1901 [between the Assam-Bengal Railway Company, and the Noakhali (Bengal) Railway Company,] for working the line.

History of railways constructed and in progress

		History of railways constructed and in progres						
Class : No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total,			
4 (a)	ASSAM-BENGAL SYSTEM—concluded.							
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#### REMARKS.

- 3. Noakhali (Bengal) railway-concluded.
  - (b) The general conditions of the contracts are as follows:-
    - (i) Government aid.—If the net earnings in any half-year are less than Rs. 30,000, Government allow as rebate a sum not exceeding one-half of the gross earnings of such half-year of the Assam-Bengal railway from interchanged traffic (except stores) as will, together with the not earnings of the Company, make up an amount equal to Rs. 30,000. Land also has been provided free of charge.
    - (ii) Terms of contract.—The Company's share or stock capital is limited to £1,30,000, which cannot be increased without the sanction of the Secretary of State and of the working agency; but the Company can raise money at a reasonable rate of interest for bond-fide temporary purposes.
    - (iii) Currency of contract.—The Secretary of State may, by giving notice and by paying to the Company in India the value of the said railway, works, plant, machinery and stores, determine the contract, if the Company fail to comply with their obligations under the contract. The Secretary of State may, by giving twelve months' notice, determine the contract, either on the 31st December 1922 or on the 31st December in the last year of any subsequent period of ten years, on paying to the Company in India a sum equal to twenty-five times the average yearly net earnings during the three years immediately preceding, provided that the amount so payable shall not exceed by more than 20 per cent. the balance on the Capital Account of the Company, or be less than such balance.
    - (iv) Terms of working.—The gross earnings are to be applied in payment—

To the credit of the Provident Institution of the Assam-Bengal railway of a sum equal to one-half of 1 per cent. of the total gross earnings;

Of Rs. 25 per mile open per week of the new railway maintainable by the Company;

Of Rs. 35 per mile open per week of the new railway not maintainable by the Company; and

Of all moneys paid or payable to the Secretary of State for the supervision of such mileage during such half-year;

The residue to be paid over to the Company as the net earnings of the new railway.

(v) Rates and fares.—The rates and fares to be fixed from time to time by the Secretary of State after consultation with the working agency, within the maxima and minima for the time being in force on the Assam-Bengal railway.

# 4. Details of construction-

- (a) Permanent-way.—The line is laid with 50lb. rails on sal and pyinkado sleepers.
- (b) Ballast.—The ballast consists of broken brick, stone and laterite.
- (c) Tunnels.—The following are the tunnels of 500 feet length and over:—tunnel between Bihara and Damchara, 671 feet; tunnel between Harangajao and Jatinga, 596 feet; tunnel between Harangajao and Jatinga, 843 feet; tunnel between Hasanghaju and Nerebangla, 1,907 feet; tunnel between Hasanghaju and Nerebangla, 500 feet; tunnel between Hasanghaju and Nerebangla, 880 feet; and tunnel between Mupa and Langting, 760 feet. There are 14 other tunnels, varying from 156 feet to 487 feet in length, aggregating 4,583 feet.
- (d) Bridges.—The following are the important bridges of 1,000 feet length and over:—Brak (between Badarpur and Bihara), 230 feet; Kopili (between Jagiroad and Dharamtul), 1,380 feet; and Dihing (between Naharkatiya and Bordubi), 1,050 feet.
- (e) Fencing.—The open line, with the exception of 8 miles between Barlekha and Latu and the section Lakwa to Gauhati ghât, is fenced. There is also a short length of fencing out of Gauhati.
- (f) Curves.—On the hill section the curves vary from 573 feet to 955 feet in radius. On the rest of the line, there are no curves under a radius of 1,000 feet.
- (g) Gradients.—The total open mileage of section I, viz., from Chittogong Port to Badarpur, Laksam to Chandpur and Badarpur to Silchar, is 304'38 miles, of which 13'88 miles are on a gradient of 1 in 150 or steeper. The total open mileage of section II, viz., from Badarpur to Lumding, is 18'50 miles, of which 1'38 miles are on a gradient of 1 in 65 or steeper. The total open mileage of section III, viz., from Lumding to Tinsukia and Lumding to Gauhati ghât, is 266'33 miles, of which 18'05 miles are on a gradient of 1 in 100 or steeper.

ass : No.	Name and sections of railway.	tory	Date of sanction.	Date of opening.	Mileage.	Total
					Miles.	Miles
(a)	BARSI LIGHT.— (2' 6" gauge.)	:		Ş		
	(2 - 5 - 5 - 7)		٠.			
	Bársi Junction to the town of Bársi		1-8-95	1-3-97	21.59	:
	TOTAL, OPEN MILEAGE	$\cdot$		,		21
	•					,
	Lines under construction or sanctioned for construction-	.				-
.	Bársi Junction to Pandharpur		6-1-98		30·6 <b>7</b>	
	Bársi town to Tadwala		29-11-00	\{ \}	26.70	
	Total Lines under construction		29-11-00		20 70	
				,		57%
	Total, Bársi Light		:	,		78
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on the 31st December 1901, alphabetically arranged.

### REMARKS.

## i. Barsi Light railway-

- (a) The Barsi Light railway is worked under the following contract:-
  - Contract of—1st August 1895 (between the Secretary of State and the Barsi Light Railway Company) for construction, maintenance and working.
- (b) The general conditions of the contract are as follows:
  - (i) Government aid.—The Company is allowed the use of the road between Barsi Town and Barsi Road station only.
  - (ii) Currency of contract.—Government may determine the contract on the 1st January 1917, or at the expiration of any subsequent period of 10 years, by giving 12 months' notice. If the contract is so determined, Government are to pay the Company in England in sterling an amount equal to the total paid-up capital, so far as such capital expended with the authority of the Secretary of State.
  - (iii) Power of Company to surrender contract.-Nil.
  - (iv) Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary its rates.

#### Details of construction—

- · (a) Permanent-way.—Steel flat-footed rails 35 lb. to the yard on steel sleepers.
  - (b) Ballast.—Partly of broken stone and partly of hard moorum.
- (c) Fencing.—An efficient fencing is provided for a short distance on either side of level crossings, at bridges and round Bársi Road Junction and Bársi Town stations.
- (d) Curves.—There are four curves of less than 1,000 feet radius.
  - (e) Gradients.—Of a total open mileage of 21'59 miles, 3'46 miles are on a gradient of 1 in 100 or steeper.

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#### REMARKS.

1. Lines comprising system.—The Bengal and North-Western railway	av syst	em is made	up of—	
(a) Bengal and North-Western railway (3' 3\frac{2}{3}" gauge) (b) Ganges-Gogra Doab extensions (3' 3\frac{2}{3}" gauge) (c) Tirhoot State railway (3' 3\frac{2}{3}" gauge) (d) Sagauli-Raxaul railway (3' 3\frac{2}{3}" gauge)  Total		Open line, Miles, 534'90 208'10 519'10 18'09	Under construction. Miles. 1'00 66 00 30'47	Total. Miles. 535'90 274'10 549'57 18'09
2 Bengal and North-Western and Tirhoot State reilways	•	1,200 19	97 47	1,377.66

(a) The Bengal and North-Western and Tirhoot State railways are worked under the following contracts: Contracts of—12th December 1882.—Bengal and North-Western Railway Company's principal contract.

22nd February 1886 .- Contract modifying that of 1882.

18th July 1890 .- Contract for the taking over and working of the Tirhoot State railway.

19th December 1894.—Contract supplemental to those of 1882, 1886 and 1890, providing for the extensions marked* (on the opposite page) of the Company's railway and for the exercise of running powers over the metre gauge (3' 33") link from Burhwal to Cawnpore.

12th December 1895.—Contract modifying that of 1890.

23rd July 1896.—Contract supplemental to those of 1882, 1886, 1890, 1894 and 1895, known as the Ganges-Gogra Doab contract, for the extensions marked+ (on the opposite page) of the Company's railway.

(b) The general conditions of the contracts are as follows:

(i) Government aid.—Land alone was provided free of charge.

(ii) Currency of contracts.

Bengal and North-Western railway contract.—The contracts of 1882, 1886 and 1894, vis., those for the working of the Bengal and North-Western railway proper are current for a period of 99 years and terminate by effluxion of time on the 31st December 1981, when the line and all its appurtenances become the property of Government by payment to the Company of the value of the rolling-stock, moveable machinery, stores, etc. Government may, however, determine the contract after 30 years (i.e., on the 31st December 1912) or 50 years (i.e., on the 31st December 1932) on one year's previous notice of intention to purchase, paying 25 times the average net earnings (after deducting from such net earnings the share of surplus profits over 6 per cent. to which Government would have been entitled under the contract of 12th December 1882) for the five years preceding the purchase. Government may also determine the contract at any time, at six months' notice, if the Company fail to observe their obligations, on paying the value of rolling-stock, stores, etc., and fair value of line, less value of same treated as a reversionary sum absolutely payable on the 31st December 1981.

Ganges-Gogra Doab contract.—The contract of 1896, viz., that covering the Ganges-Gogra Doab lines (marked†) runs concurrently with those of 1882, 1886 and 1894, but in the event of Government exercising the right of purchase in 1912 or 1932, the amount to be paid is the actual outlay on the line as shown in sterling only,

without any premium.

Tirhoot State railway contract.-The contract of 1890, vis., that for working the Tirhoot State railway, terminates on the 31st December 1904. If the original contract with the Company dated the 12th December 1882, terminates for any reason prior to the expiry of the term of the Tirhoot contract the latter also, ipso facto, terminates at the same time. Government may also terminate the contract at any time after six months' notice, if the Company fail to observe their obligations. On the determination of the contract, Government resumes possession of the State railway. Any capital sums which may have been raised by Government, and expended on the Company's lines, or which may have been raised and expended by the Company on the State railway, shall be considered as debt due from the Company and Government, respectively.

(iii) Power of Company to surrender contracts.—Nil.
(iv) Terms of working.—The Company's railway and the Tirhoot State railway are worked as one concern, a joint account of working expenses and net earnings being kept, the latter being applied in the order stated-

In payment of any further contribution (beyond that chargeable to working expenses) to the Company's Provident Institution;

In payment of interest at 4 per cent., on Rs. 5,13,67,566 being the capital raised and expended by the Company;

In payment of interest at 4 per cent., on Rs. 3,89,43,463 being the capital supplied by Government; and

In payment of the residue to Government and the Company in the ratio of their respective shares of capital, subject to the further payment to the Company of 5 per cent. of the Government's share of the residue as compensation for working the Tirhoot State railway for Government.

#### REMARKS.

2. Bengal and North-Western and Tirhoot State railways-concluded.

(b) General conditions—concluded.

(v) Rates and fares.—On the Company's section, the Company may, with the approval of Government, fix rates and fares. On the Tirhoot section, certain maxima and minima have been fixed within which the Company is permitted to very its rates.

(vi) General remarks.—The Bengal and North-Western railway has direct communication with the railway system of India at only three points, on its system, viz, at Burhwal, Benares and Katihar. At all other points, communication is interrupted by rivers. Communication Actuar. At an other points, communication is interrupted by rivers. Communication across the Ganges is maintained with the East Indian railway at the following ferries: between Ghazipur and Tarighât (ordinary steam ferry); between Palezaghât and Digha Ghât (ordinary steam ferry); between Semaria Ghât and Mokameh Ghât (wagon ferry); and between Barari Ghât and Bhagalpur Ghât (wagon ferry). Eventually a branch between Bhagalpur Ghât and the East Indian railway at Bhagalpur will connect the Bengal and North-Western and East Indian railways viā the Bhagalpur ferry. Between Khanwa Ghât on the Kosi extension of the Tirhoot State railway and Anchara Ghât on the Kosi branch of the Eastern Bengal State railway, there is a country boat ferry worked by the Eastern Bengal State railway. There is a bridge of boats between Ajodhya and Ajodhya Ghat during the dry weather months, but during the rains this bridge is removed and replaced by a steam ferry. The Tirhoot State railway was worked by State agency until 1890, when it was leased to the Bengal and North-Western Railway Company.

3. Sagauli-Raxaul railway-

(a) The Sagauli-Raxaul railway is worked under the following contracts:-

Contracts of—31st October 1896 (between the Secretary of State and the Sagauli-Raxaul Railway Company) for construction and working.

5th June 1899 (between the Secretary of State and the Bengal and North-Western Railway Company) for working and maintenance of the Sagauli-Raxaul railway.

(b) The general conditions of the contracts are as follows:

(i) Government aid.—Land alone was provided free of charge.

(ii) Currency of contract.—Government may determine the contract either on the 31st December 1917 or on the 31st December in the last year of any subsequent period of 10 years, paying 25 times the average net earnings for the three years preceding the purchase. (iii) Power of Company to surrender contract.—Nil.

(iv) Terms of working.—Forty per cent. of the gross earnings to be retained by the Bengal and North-Western Railway Company for working and maintenance and 10 per cent. for supervision on the cost of Government works at Sagauli. The balance is payable to the Branch Company. Pending the completion of the line, the Bengal and North-Western railway works it under a provisional agreement, dated the 4th February 1899, under which, in addition to 40 per cent, the Branch Company pays for maintenance.

(v) Rates and fares. -To be arranged between Government and the Company within the maxima

and minima in force on the Tirhoot section.

# 4. Details of construction-

(a) Permanent-way

Company's section.—The main line between Sonepur and Burhwal is laid with 50 lb. steel rails on sal sleepers. The rest of the line north of the Gogra is laid with 41½ lb. steel rails and mostly sal sleepers. The Ganges-Gogra Doab lines, with the exception of the Aunrihar-Ghazipur branch, which is laid with 50 lb. steel rails, is laid with 411 lb.

steel rails on sal sleepers.

Tirhoot section .- Between Barauni and Mozufferpur, the line was originally laid with 41 1 lb. steel rails on sal sleepers. The sections between Sonepur and Mozafferpur and Samastipur and Durbhanga, which were also originally laid with 41½ lb. steel rails, are being renewed with steel rails of 50 lb. section. There are still about 30 miles of 41½ lb. rails on these sections. The remainder of the line is laid partly with 41½ lb. steel rails, partly with 50 lb. iron rails, the latter being entirely on the Bairagnia branch. The 50 lb. iron rails are laid on sâl sleepers, and the remainder partly on sâl and pyinkado and partly on Denham Olphert's iron sleepers. The Hajipur Katihar extension is laid with 50

lb. steel rails on sål and pyinkado sleepers.

Sagauli-Raxaul branch—The permanent-way consists of 41½ lb. steel rails on sål sleepers.

(b) Ballast.—The system is ballasted throughout.

(c) Bridges.—The important bridges of 1,000 feet length and over are as follows: Rapti (between Jagat Bela and Sahjanwa), 9 spans of 150 feet; Elgin (between Gograghat and Ganeshpur), 17 spans of 200 feet; Turtipur (between Mathuri and Bilthara Road under construction), 18 spans of 200 feet; Gunduck (between Haisepore and Sonepore), 8 spans of 250 feet; 18 spans of 200 feet; Gunduck (between Hajeepore and Sonepore), 8 spans of 250 feet; and Kosi (between Katareah and Kursela under construction), 15 spans of 200 feet.

(d) Fencing.—The Company's section was originally unfenced except in front of villages and at level crossings and near stations, but the main line is in course of being fenced, and about 100 miles have been done. The Tirhoot section, excluding the Hajipur Katihar extension, is fenced throughout. On the Hajipur-Katihar extension, the section between Hajipur and Khagaria is being fenced but between Khagaria and Kursela it is unfenced. The Sagauli-Raxaul branch is unfenced.

(e) Curves.—On the Company's section, there is only one curve under a radius of 1,000 feet, viz., at Paleza Ghat on the loop line, the length of which is 2,000 feet and radius 900 feet. curves under a radius of 1,000 feet on the Tirhoot section and on the Sagauli-Raxaul branch

(1) Gradients .- Of a total open mileage of 1,280°19 miles on the system, 21.534 miles are on a gradient of 1 in 400, or steeper.

History of railways constructed and in progress

Class:	Name and	sections of ra	ailway.		Date of sanction.	Date of	Mileage.	Total.
No.		·····			sanction.	opening.	FOR ST WE BOOK FAR	-
3 ( <i>a</i> )	BENGAL CENTRAL— (5' 6" gauge.)						Miles.	Miles
	Main linc-							
	Dum-Dum Junction to Da	ttapukur .			)	2-4-83	14'25	
	Dattapukur to Gobardanga	i	• •		} Mar. 1881	7-12-83	17.00	
	Gobardanga to Bongong				: 1	22-4-84	12,00	
	Bongong to Khoolna		• •		j	16-2-8.	61.56	
	•	•	Total Main li	nc .	•••	***		104.2
	Branch-							
	Ranaghat to Bongong.		• •	• • •	March 1981	16-10-82	\$0.20	
			Total Bran	ch .	•••	•••		20.20
		TOTAL, BES	NGAL CENTE.	۸ι	•••	•••	•	125'01
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#### REMARKS.

## 1. Bengal Central railway-

(a) The Bengal Central railway is worked under the following contracts:-

Contracts of -26th July 1881.—Bengal Central railway's principal contract with the Secretary of State.

State.
5th January 1887.—Contract with the Secretary of State for the construction and working of the Bengal Central railway and for future extensions.

- (b) The general conditions of the contracts are as follows:-
  - (i) Government aid.—Government guarantee interest at 3½ per cent. in sterling on the company's share capital for term of contract. Land also was provided free of charge.
    - Under the original contract (1881), the Company was to receive no financial assistance from the Government beyond the payment of interest on capital during construction (the amount so paid, however, being repayable by the Company, with interest, out of surplus profits after the line had been opened). This contract was superseded by that of 1887.
  - (ii) Currency of contract.—The contract will remain in force until the 31st December 1980.
     Government may, however, determine it on the 30th June 1905 or any succeeding 10th year on twelve months' notice, or on six months' notice at any time if the Company fail to observe their obligations or the line is worked at a loss. On the determination of the contract by efflux of time or by notice, the Government are to pay the Company the amount of the par value of the share capital paid to Government.
  - (iii) Power of Company to surrender contract.—Nil.
  - (iv) Terms of working.—Net earnings, after providing for repayment to Government of interest (if any) on moneys that may be raised by debentures in excess of the original capital of £ 1,000,000, are divided in proportion of three-fourths to the Secretary of State and one-fourth to the Company.
  - (v, Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.
  - (vi) General remarks.—The line was worked for the Company by the Eastern Bengal Railway Company from the 16th October 1882 to the 30th June 1884 and then by the Eastern Bengal State Railway Administration until the 1st January 1897, on which latter date the Company itself took over the working.
- 2. General remarks.—The Bengal Central railway has running powers over the following portions of the Eastern Bengal State railway: Dum-Dum Junction, to Canal Junction 1.61 miles; Canal Junction to Calcutta, 2.96 miles; Canal Junction to Chitpore, 2.00 miles; and Calcutta to Kidderpore Docks, 7.31 miles.

## 3. Details of construction-

- (a) Permanent-way.—The permanent-way consists of flat-footed steel rails of the Vignole section, 62 lb. to the yard, laid on sleepers of creosoted pine. Sal sleepers are now being used for rencwals instead of creosoted pine, and in all curves sal sleepers have been put in at the joints in place of creosoted pine sleepers, and they have also been put in at the middle of pairs of rails in some of the curves.
- (b) Ballast.—At first the line was sand-ballasted, brick ballast, however, being used at bridges and levelcrossings and in a few short lengths where the soil was bad; but it was subsequently
  decided to ballast the portion of the line between Dum-Dum Junction and Singhia,
  including sidings, with brick and this work is completed; also over curves and
  between Singhia and Khoolna where the earth, of which the embankment is composed,
  is not very good.
- (c) Fencing .- The line is fenced throughout; iron gates are provided at level-crossings.
- (d) Curves. There are no curves under a radius of 1,000 feet.
- (e) Gradients.—Of a total length of 125'01 miles, 4'33 miles are on a gradient of 1 in 400 or steeper.

History of railways constructed and in progress

731	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
No.	Name and sections of	eanction.		Miles.	Miles.
(a)	BENGAL DOOARS— (3' 31" gauge.)				
	Main line—  East Bank of the Teesta to Dam Dim	May 1891	15-1-93	31.00	
	Total Main line			•••	31.00
	Branch—  Lataguri to Ramshaihút	. May 1891	11-6-93	5:40	
	Total Branch		¥ + #		5'40
	Total Open Milfage, Bengal Dogans		***	•••	36:40
12 (6)	BENGAL DOOARS EXTENSIONS.				
	Mal (Malbazar) to Chalsa		1-4-1	1	Ì
	Barnes Junction (Deomoni Hat) to Baura	2-3-9	20-3-0	}	
	Baura to Bhotemari	-	27-11-4	1	
	Dam Dim to Oodlahari	NS			74'3
	GRAND TOTAL, OPEN MILEAGE, BENGAL DOOARS			•••	110.24
	Lines under construction or sanctioned for construction—				
	Bengal Docars extensions— Oodlabari to Bagrakote	2-3	-98 r-1	-02 3"	26
	Chalsa to Hantupara	. 2.3	-98 *1-1	-03 30,	07
	Total Lines under construction				.\$2%
	GRAND TOTAL, BENGAL DOOARS				. 152.

#### REMARKS.

## I. Bengal Dooars railway-

(a) The Bengal Dooars railway is worked under the following contracts:-

Contracts of-27th April 1891.—Bengal Dooars railway principal contract.

and March 1898.—Contract supplemental to that of 1891 (for extensions).

27th September 1900.—Supplemental to that of 1898 (extending period of completion of Dam Dim-Bagrakote extension).

7th November 1901.—Supplemental to those of 1898 and 1900 (extending period for completion of Malbazar-Hantupara extension).

- (b) The general conditions of the contracts are as follows:--
  - (i) Government aid.—Land only was provided free of cost.
  - (ii) Currency of contracts.—On the 31st December 1919, and thereafter at intervals of seven years Government have power, by giving twelve months' previous notice, to terminate the contract and take over the line on payment to the Company, in the case of the main line, of one and two-fifths of the invested capital and capital liabilities, and, in the case of the extensions, of a sum equal to 25 times the average net earnings during the last preceding five years, but not exceeding by more than 20 per cent. the capital expenditure and capital liabilities of the company and not less than the capital expended and the capital liabilities. If at any period the main line or extensions should not be worked for six consecutive months, the company can also be called upon to surrender the line and extensions on payment of the actual sum expended up to the date of notice.
  - (iii) Terms of working.—If worked by the Company, the whole of the profits go to the Company. If worked by the Eastern Bengal State railway, the Secretary of State retains each half-year 40 per cent. of the gross earnings, the remaining 60 per cent. being paid to the Company after deduction of income tax payable to Government.
  - (iv) Rates and fares .-

Main line and extensions, Malbazar to Hantupara and Dam Dim to Bagrakote-

Certain maxima and minima have been fixed subject to alteration from time to time. If gross receipts reach 12 per cent. on capital, Government may reduce maxima to the extent of 25 per cent., except certain special rates.

Extension from Deomonir Hat to Lalmonir Hat-

Certain maxima and minima have been fixed within which charges can be made.

(v) General remarks.—The line was constructed for opening out the Western Dooars and for the development of the tea industry.

## 2. Details of construction.-

- (a) Permanent-way.—The line has been laid with 414 lb. flat-footed steel rails on sal sleepers.
- (b) Ballast.—The line is ballasted throughout with stone.
- (c) Fencing.—The line is unfenced.
- (d) Curves.—There are two curves with a radius of 955 feet, the lengths being 0'03 and 0'25 mile.
- (e) Gradients.—Of a total open mileage of 110'70 miles, 1'59 miles are on a gradient of 1 in 100, or steeper.

History of railways constructed and in progress

nstor)	of railways.		£.	12510	י יציני	Date	1	Date	i ana in p	
lass:	Name and sections of ra	ilway.				of sanction.		of opening.	Mileage.	Total,
4(a)	BENGAL-NAGPUR SYSTEM— (5' 6" gauge.)								Miles.	Miles.
	COMPANY'S SECTION—  Main line—  Asansol to Damoodur  Damoodur to Purulia.  Purulia to Chakardharpore.  Chakardharpore to Goilkera  Goilkera to Jharsuguda  Jharsuguda to Raigarh  Raigarh to Bilaspur  Raipur to Raipur  Raipur to Raj-Nandgaon  Raj-Nandgaon to Nagpur   Brauches—  Sanctoria coal branch—  Damoodur to the Sanctoria col  Sambalpur branch—  Jharsuguda to Sambalpur  Katni branch—  Bilaspur to Birsinghpur  Birsinghpur to Umaria  Umaria to Katni  Katni-Murwara junction line	Total N				# 12-9-84  12-9-8.  July 189:  12-9-8.		12-6-89 14-12-89 22-1-90 15-5-90 1-2-91 20-4-90 10-1-89 4-12-88 27-11-88 12-6-89 1-2-93 { 1-2-91 11-5-90 2-11-83	41.72 72.25 21.06 105.09 41.35 81.90 68.35 41.99 144.85 7.03 30.23	<b>6</b> 26 [.] 69
	Sini to Khargpur Khargpur to Khal Bridge Khal Bridge to Rajapur Khal Rajapur Khal to Howrah  Santragachi to Shalimar  Khargpur to Balasore Balasore to Barang (Cuttack)  Kola riverside branch— Rajapur Khal to Kola Riversi					Augurt 1895		1-6-98 17-12-98 24-5-00 14-12-00 15-3-01 17-12-9	31.53 18.80 17.50 170 33 3.00 71.75 116.75	
`	Khargpur to Cossye river . Right bank of the Cossye rive			:	•	] Januar 1899	y {	20-12-9 8-6-0	3,00	
		Total	Branc	lies		•••		•••	7'75	606.78
	TOTAL, COMPANY'S SECTION  EAST COAST RAILWAY, NORTHERN SECTION—							***		1,233'47
	Main line— Cuttae' Road (Barang) to Bh Bhuba :shwar to Khurda Roa Khure'a Road to Rambha . Ramt ha to Berhampur-Ganja Berhampur-Ganjam to Palasa Palasa to Parlakimedi Road Parlakimedi Road (Naupada) Vizianagram to Waltair .	inbaneshi ad . m . (Naupada)	var .		•	July 18	90{	1-2-9 20-7-9 1-3-9 1-9-9 1-4-9 17-12-9 20-7-9	6 11.76 6 61.54 29.56 45.76 33.11 55.20	
		Total	Main	line	•	•••			•••	284.7
	Carried over					ī				284.75

^{*} Dates of sanction of original metre gauge lines : Nagpur to Dongargath, 9th May 1878 and Dongagath to Raj-Nandgaon, 15th March 1881.

#### REMARKS.

1. Lines comprising system. —The Bengal-Nágpur railway syste	em is made up	of—	<del></del>
(a) Bengal-Nágpur railway (5' 6" gauge) (b) East Coast railway, Northern section (5' 6" gauge) (c) Raipur-Dhamtari railway (2' 6" gauge) (d) Jubbulpore-Gondia extension (2' 6" gauge) (e) Párlakimedi Light railway (5' 6" gauge)	Open line. Miles. 1,233'47 319'51 56'24 25'00	Under construction. Miles. 177.77 252.67	Total, Miles, 1,411°24 319°51 56°04 252°67 25°00
2. Bengal-Nagpur railway—	. 1,634.22	430.44	2,064.66

(a) The Bengal-Nágpur railway system (excluding Párlakimedi Light railway) is worked under the following contracts:

Contracts of-9th March 1887, Bengal-Nagpur Railway Company's principal contract.

31st December 1891.—Contract for the construction and working of a branch line from Sambalpur Road station on the main line to Sambalpur. 27th June 1901.—As to the raising of debenture capital for the construction of the Sini-Midnapore-Howrah and Midnapore-Cuttack exten-

sions. -Contract for the construction and working of the Raipur-23rd January 1902.-

Dhamtari (2' 6" gauge) feeder line with a branch to Rajim; an extension (5' 6" gauge) from Sini viá Midnapore to Howrah, with branches from Midnapore to Cuttack and the Jherriah coal fields; a line (2' 6" gauge) from Gondia to Jubbulpore with branches from Neinpur to Mandla, Neinpur to Seoni, Seoni to Chindwara; and for the working of the Northern section of the East Coast State railway as part of Northern section of the East Coast State railway as part of the undertaking.

(b) The general conditions of the contracts are as follows:-

(i) Government aid.—Government guarantee interest in sterling at 4 per cent. per annum on £3,000,000 share capital; on any further capital that may be required, the guarantee to be 4 per cent. or such other rate as may be agreed upon. Land also was provided free of charge.

4 per cent. or such other rate as may be agreed upon. Land also was provided free of charge.

(ii) Terms of contract.—The contract provides for the Company raising £3,000,000, any further money required being either provided by the Secretary of State upon such terms as may from time to time be mutually agreed upon, or by the Company within such period and in such instalments as the Secretary of State may prescribe. Subject to the provisions of the contract, all moneys raised by the Company become the absolute property of the Secretary of State.

(iii) Currency of contract-

Principal contract.—Government may determine the contract, by giving twelve months' previous notice, on the 31st December 1913, or on the 31st December of any succeeding tenth year. Government may also terminate the contract at any time, on six months' notice, if the Company fail to fulfil their obligations, or the line be worked at a loss. On the termination of the contract, the Company are to hand over to Government the railway and all its belongings of every description, and Government are to repay the amount at par of the share capital which has been

paid in by the Company.

Sambalpur branch contract.—The contract for this branch brings it within the provisions of the original contract of 9th March 1887, but provides that the Government may purchase the branch at any time after 1st January 1895, on giving twelve

months' notice.

Contract of 23rd January 1902: Northern section, East Coast State railway.—Government, may at any time, by giving six months' previous notice, require the Company to retransfer the whole or any part of the section of railway between Vizianagram and Waltair Junction with all appurtenances and without compensation in respect of such retransfer.

(iv) Power of Company to surrender contract.—Nil.
(v) Terms of working.—Three parts of the surplus profits for any complete calendar year, after providing for payment to Government of interest on advances of capital made by them to the Company and for repayment of the interest paid by them to the Company for that year, to be retained by Government, and the remaining fourth part to be divided between Government and the Company in the proportion which the gross earnings of the Company's undertaking, exclusive of the Northern section of the East

Coast railway, bear to the gross earnings of the latter section.

(vi) Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates. The Madras railway have the power to quote through rates in the direction of Madras from Bengal-Nágpur stations between Cuttack and Waltair.

The Bengal-Nágpur railway have similarly power to quote rates from Madras railway stations Tadepalli and Cuttack in the direction of Calcutta.

(vii) General remarks.—The Northern section of the East Coast State railway (an aggregate length of 319'51 miles) was transferred to the Bengal-Nágpur Railway Company on the 1st January 1901, to be incorperated in their undertaking as an integral part of it.

	y of failways.  History	of railways	constructe	d and in	progress
Class:	Name and sections of railway.	Date of sanction,	Date of opening.	Mileage.	Total.
4 (a)	BENGAL-NAGPUR SYSTEM—concluded.			Miles.	Miles.
	Brought forward .		•••	•••	284.75
	Visagapatam branch— Waltair to Vizagapatam, including wharf and Swamp lines		1-10-94	4 <b>°</b> 97	
	Puri branch—  Khurda Road to Puri	} July 1895 {	1 <b>-2-</b> 97 1 <b>-6-</b> 98	25°34 1°84	
	Naupada Salt factory		7-6-00	2.61	
	Total Branches .	•••	***		34.76
	Total, East Coast railway, Northern section .	<b></b> í	•••		319.21
4 (b)	RAIPUR-DHAMTARI. (2' 6" gauge) Main line—				
	Raipur to Kurud	3-5-97	10 <b>-</b> 9-00 17-12-00	31.20 14.50	
	Total Main line .  Branch—	•••	•••		45'74
	Abhanpur to Rajim	•••	15-10-00	10'50	10*50
4 (c)	Total, Raipur-Dhamtari. Párlakimedi light (2' 6" gauge.)	•••	•••		56 24
	Naupada to Párlakimedi	14-3-58	1-4.00	25.00	25.00
	Total, open mileage, Bengal-Nagpur system .	•••	•••	•••	1,634.22
į	Lines under construction or sanctioned for construction— COMPANY'S SECTION— Midnapore to Bujudih Bujudih to Hariharpur Hooghly foreshore to Kidderpore Docks Ramkanali to Nodeeha Colliery lines	1-6-01 9-12-01  17-7-01 9-12-01	Jany. '03 +	27°90 0°60 9°48 25°02	,
	Total Lines under construction, Company's section .	• •	•••	•••	177'77
-, '(d)	JUBBULPORE-GONDIA EXTENSION— (2' 6" gauge.)  Main line—  Jubbulpore to Gondia	29-1-01	•••	143*43	143'43
	Branches— Neinpur to Mandla Ncinpur to Seoni Seoni to Chindwara	} 29-1-01 {	•••	21°75 47°13 40°36	,
	Total Branches		•••	•••	109:24
Ì	Total Jubbulpore-Gondia extension .		•••	•••	252.67
-	Grand total, Lines under construction .				430'44
	Grand 10tal, Bengal-Nagpur system .	•••	•••	•••	2,064*66
to (b)	BEZWADA EXTENSION— (See Nizam's Guaranteed State system.)				

#### REMARKS.

Párlakimedi Light railway-

(a) The Parlakimedi Light railway is worked on the terms in Madras Government Public Works Department Order, No. 570 Railway, dated the 12th May 1899.

(b) The general conditions are as follows:-

(i) Terms of working.—The line is worked solcly at the expense of the Rajah of Párlakimedi.
 (ii) Rates and fares.—Rates and fares varying between the minima and 25 per cent. above the maxima sanctioned from time to time for the East Coast State railway may be charged.
 (iii) General remarks.—On the 20th May 1901 the Indian Railways Act, IX of 1890, except section 135, was applied to the line. The working of this railway has been taken over by the Rangel Nicoland Franchische Coast State railway has been taken over by the

Bengal-Nágpur railway from the 1st January 1902 and the terms are under consideration.

4. General remarks—A length of 1.98 miles of this railway at Katni is worked over by the Great Indian Peninsula railway. The Bengal-Nágpur railway works over o'30 mile of the East Indian railway at Katni, o'50 mile at Asansol, 1'00 mile at Howrah and o'65 mile of the Great Indian Peninsula railway at Nágpur; and has also running powers over the Waltair-Vizagapatam section (including the wharf and swamp lines) of the North-East line of the Madras railway.

5. Details of construction-

(a) Permanent-way.—On the main line the rails are 75 lb. steel, flat footed, 30 feet long, laid on 10 transverse steel sleepers and two wooden sleepers per rail, except between Nagpur and Kamptee, where 12 steel sleepers per rail are used. On the Bilaspur-Umaria section, 75 lb. flat-footed steel rails are laid on 10 transverse steel sieepers and 2 sal sleepers at the joints, except between Khongsara and Khodri, where steel sleepers to to the rail are used. The Sambalpur branch is laid with the same type of permanentway as on the main line, but no sal sleepers have been added at rail joints. The Umaria-Katni section was originally laid with second hand East Indian railway permanent-way on timber sleepers (82 lb. rails on three-fourths of the distance and 74 lb. rails on the remainder) but is now relaid with 75 lb. flat-footed rails on transverse steel sleepers. The Sini-Calcutta-Cuttack section is laid with 85 lb. steel rails on cast iron pot sleepers. The Calcutta-Waltair section is laid with 75 lb. flat-footed steel rails with 5 holed fish-plates on wooden and steel pea-pod sleepers.

Raipur-Dhamtari railway.—Laid with 31 lb. flat-footed steel rails on sál sleepers.

Párlakimedi Light railway.—Laid with 30 lb. flat-footed steel rails and transverse wooden

(b) Ballast-

Bengal Nágpur railway.-Ballasted throughout with good stone, except for a few miles on the Chakardharpore district, where laterite is used.

Raipur-Dhamtari railway.—Moorum or sand and stone in a few cuttings.

Parlakimedi Light railway.—The line is ballasted throughout.

(c) Tunnels.—The following are the tunnels of 500 feet length and over:—Suranda (between Manhaipur and Goilkhera), 1,641 feet; Bhaortank (between Khongsara and Khodri), 1,000 feet;

and Darekasa (between Salekasa and Darekasa), 735 feet. (d) Bridges.—The following are the important bridges of 1,000 feet length and over:—Kánhan (between Kamptee and Sálwá), 6 spans of 170 feet and 2 spans of 60 feet; Weinganga (between Tumsar Road and Tirora), 9 spans of 150 feet; Sheonath No. I (between Muripur and Drug), 7 spans of 150 feet; Sheonath No. II (between Nipania and Bilha), 14 spans of 150 feet; Hasdo (between Naila and Chámpa), 5 spans of 200 feet and 2 spans of 40 feet; Mand (between Kharsia and Naharpali), 9 spans of 100 feet and 2 spans of 30 feet; Eeb (between Belpahar and Jharsuguda), 9 spans of 150 feet; Brahmini (between Kulunga and Rourkela), 9 spans of 150 feet and 1 span of 60 feet; Brahmini (between Ramkánáli and Rourkela), 9 spans of 150 feet and 1 span of 160 feet; Damoodur (between Ramkánáli and Damoodur), 10 spans of 200 feet and 2 spans of 100 feet; Subanrikha (between Asanboni and Moholia), 10 spans of 100 feet; Koakhaye (between Barang and Cuttack), 20 spans of 150 feet; Kathjori (between Barang and Cuttack), 18 spans of 150 feet; Mahanuddi (between Cuttack and Kapilas Road), 64 spans of 100 feet; Beroopa (between Cuttack and Kapilas Road), 16 spans of 100 feet; Brahmini (between Jenapur and Vyas Sorovar), 29 spans of 150 feet; Byturnec (between Injur Road and Kenduanada), 15 spans of 150 feet; Subanrikha (between Molurbhani

Jajpur Road and Kenduapada), 15 spans of 150 feet; Subanrikha (between Mohurbhanj and Jellasore,, 11 spans of 150 feet and 2 spans of 60 feet; Roopnarain (at mile 667), 7 spans of 300 feet and 4 spans of 100 feet; and Midnapore (Cossye river, between Khargpur and Midnapore), 16 spans of 100 feet; and Rush Kulya (between Chotrapur and Ganjam), 10 spans of 150 feet.

(e) Fencing.—The line is unfenced except between Nagpur and Kamptee and at the more important stations and at some of the station yards and first class level crossings on the Barang-Waltair section.

Párlakimedi Light railway.—The line is fenced where it runs along the public road.

(f) Curves.—On the Bengal-Nágpur railway, there is only one curve under a radius of 1,000 feet on the Sanctoria Coal branch, the length of which is o 28 mile and radius 800 feet. On the Raipur-Dhamtari branch, there are five curves of less than 1,000 feet, aggregating 12 miles in length.

(g) Gradients .- Of a total open mileage of 1,634.22 miles, 79.03 miles are on a gradient of 1 in 100, or steeper.

	History of railways constructed and in progress  Date Mileage. Total.
256	egilways constructed and the
11m 117	History of Tutte Date Mileage. Total.
Appendix 47. History of railways.	Date of mines
History of Tank	00000000
	Name and sections of railway. sanction.
Class:	Jame and see
No.	Miles. Miles.
	AT JUNAGAD-PORBANA
NUNAGAI	R-GONDAD-3 (3' 3\frac{1}{3}'' \frac{1}{3}''' \frac{1}{3}''' \frac{1}{3}'''' \frac{1}{3}'''' \frac{1}{3}'''' \frac{1}{3}'''' \frac{1}{3}'''' \frac{1}{3}''''' \frac{1}{3}''''' \frac{1}{3}'''''' \frac{1}{3}''''' \frac{1}{3}'''''' \frac{1}{3}'''''' \frac{1}{3}'''''' \frac{1}{3}''''''''''''''''''''''''''''''''''
20 (a) BHAVNAGIA	R-GONDAL-JUNÁGAD-PORBANDAR (3' 3\frac{3}{3}" gauge.)
	THE PANDAR
1	- GONDAL-JUNÁGAD-PORBANDA
BHÁVN	AGAR-GONDAL-JUNÁGAD-PORBANDAR-
	105.19
1	. 19-3-79
1	
Pháyr	nagar to Wadhwan 19-3-79 19-1-81 88'38
Dhave	
	nhoraii · · · · · · · · · · · · · · · · · ·
	oraji to Porbandar
Dho	raji to Potoan
Por	bandar to Porbandar Bandar ·
1 701	
1	7-9.88 16.00
\	•
	11 0621 4 2 3
\ Je	etalsar to Junágad unágad to Veraval (including Junágad quarry line)
\ ₇ ,	unagad to Veraval (including
, 3	Veraval to Veraval Bandar ·
\ \	Veraval to verava
	333'84
<b>\</b>	T-11-15CAD= 1
<b>\</b>	Pusynagar-Gondal-Junagas
	TOTAL, BHÁVNAGAR-GONDAL-JUNÁGAD-
1	
	MANAGAR— OF THE OWNER (
20 (b) JA	MNAGAR—(3' 3 ³ " gauge.) 54.28
	, Oct. 1093
	Tilest Junction to Bedi Bandar
	Raikot June
	54.28
40	
1	TOTAL, JAMNAGAR
1	
<i>i</i>	
	TUTALSAR-RAJKOT
20 (c)	JETALSAR-RÁJKOT— (3' 3\subseteq gauge.)  Feb. 1892  12-4-93  46.23
1	Tikot
	Jetalsar Junction to Rájkot 46.23
	TOTAL, JETALSAR-RAJKOT 434'35
	Carried over Carried over
	Carried over  * Of this, the Bhuvnagar Dock estate line, o'87 miles,  * Of this, the Porbandar Dock estate line, 1'35 miles, and
i	* Of this, the Bhuvnagar Dock estate line, 1'35 miles,  Of this, the Porbandar Dock estate line, 1'35 miles, and
•	Of this, the Porbandar Dock estate line, and
	- The lungged quant

[?] Of this, the Porbandar Dock estate line, 1.35 miles, † Of this, the Junagad quarry line, 2:35 miles, and

## REMARKS.

I. Lines comprising system.—The Bhávnagar-Gondal-Junágad-Porbandar railway system is made up of-

(a) Bhávnagar-Gondal-Juná (b) Jámnagar railway							•	•	333.84
`, '				•	• (3	′ 3 ½″ gauge)	•		54.28
(c) Jetalsar-Rajkot railway	•	•	•	•	. (3	′ 3 ³ ″ gauge)	•		46.23
(d) Dhrangadra railway	•	•	•	•	. (3	' 33" gauge)	•	•	20'83
						7	<b>Cotal</b>		455.18

2. Bhávnagar-Gondal-Junágad-Porbandar railway system-

(a) The Bhavnagar-Gondal-Junágad-Porbandar railway system is worked under the following agreements:—

Agreements of—1st January 1897.—For the management and working of the "Integral Railways" as one system by a Board of Control.

8th April 1897.—Jámnagar railway 12th April 1893.—Jetalsar-Rajkot railway 1st June 1898.—Dhrangadra railway

For management and working by the Bhávnagar-Gondal-Junágad-Porbandar Railway Administration.

(b) The general conditions of the agreements are as follows:-

(i) Government aid .- Nil.

(ii) Terms of agreement.—The whole system is worked by a Board of Control, consisting of one nominee of Government to be President and one nominee from each of the proprietary states of Bhávnagar, Gondal, Junágad and Porbandar. The existing lines owned by those states are separately and entirely described as the "Integral railways" and their combination is termed the "Open system." The decisions of the Board of Control are based on the majority of votes recorded ("Members' single votes" and "Proprietary votes"). "Members' single votes" prevail at special meetings where each member has one vote, while "Proprietary votes," i.e., votes revised annually on varying capital outlay, prevail at ordinary and extraordinary meetings.
(iii) Courses of prevant Phávnagas Gondal Innégral Berbandar, railways author.

(iii) Currency of agreement.—Bhávnagar-Gondal-Junágad-Porbandar railway system.—The term of the principal agreement for the working of the Bhávnagar-Gondal-Junágad-Porbandar railway proper is from the 1st January 1897 to the 31st December 1900. Until a new agreement has been adopted, the terms of this agreement remain in force.

(iv) Power of Board to determine agreement.—By unanimous vote, the Board of Control can cancel or modify any of the clauses of the agreement, and can also rescind or alter any resolution; no changes can otherwise be made until expiry of three months from date of passing such resolution. Any proprietary state can terminate the agreement after the 31st December 1900, subject to 12 months' notice at the beginning of the year.

(v) Terms of working.—Bhávnagar-Gondal-Junágad-Porbandar railway.—The carnings of the several integral railways belong wholly and exclusively to each integral railway, and, similarly, the Capital and Revenue expenditure is wholly borne by the same. All expenditure on the open system and on the integral railways, as may require apportionment, is divisible as prescribed in Appendix A to the agreement. The Bhávnagar State provides funds for working the whole system as well as for ordinary capital on the integral railways, all receipts of the entire open system being paid into the Bhávnagar State Treasury. All funds for major capital works are provided by the integral railway concerned or by special arrangement with the Bhávnagar State Treasury. Each integral railway is the sole proprietor of all works, buildings, etc., on its own length of line and is entitled to 7½ per cent. interest on the paid up value of all property in occupancy for open system purposes; to compensation for losses for works and buildings falling into disuse; and to 7½ per cent. per annum for any additional accommodation required by the open system.

Jámnagar railway.— Jetalsar-Rájkot railway.— Dhrangadra railway.— The Board of Control work the railways at 40 per cent, of gross earnings of each railway, plus actual expenditure incurred on the maintenance of way, works and stations; and supply rolling-stock at 5 per cent. of gross earnings to the Jetalsar-Rájkot and Dhrangadra railways.

(vi) Rates and fares.—Bhávnagar-Gondal-Junágad-Porbandar railway system.—The maximum scale of rates and fares sanctioned by Government is applicable to the whole system, but rates and fares may be altered within this scale so as to accommodate them to the circumstances of traffic on any integral railway: provided that such alteration be not prejudicial to the interests of any other integral railway.

is worked for goods traffic only.

1110	History	of railways	constructe	d and in	progres.	S
Clas No	s: Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.	]
20 (4	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR SYSTEM—concluded.			Miles.	Miles.	
20 ( <i>a</i>	DHRANGADRA— Brought forward .  (3' 3\frac{2}{3}" gauge.)		•••	•••	434'35	
	Wadhwan Junction to Dhrangadra	23-12-97	1-6-98	20.83		
	Total, Dhrangadra .	•••	•••		20'83	
	GRAND TOTAL, BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR SYSTEM.	•••	··· <b>·</b>	•••	455'18	
						7,200
			•			
						ı
				ł		
						, '
						•
8 (g)	BHOPAL-ITARSI— (See Great Indian Peninsula system.)					
8 (f)	BHOPAL-UJJAIN—					
	(See Great Indian Peninsula system.)					
8 (e)	BINA-GOONA-BARAN— (See Great Indian Peninsula system.)	•				
I (e)	BIRUR-SHIMOGA— (See Southern Mahratta system.)					1
1		1	1	1	j	

on the 31st December 1901, alphabetically arranged.

# REMARKS.

# 3. Details of construction-

- (a) Permanent-way.—The permanent-way consists of 414 lb. steel flat-footed rails, laid mostly on creosoted pine and deodar sleepers.
- (b) Ballast.—With the exception of one or two short lengths ballasted with kunkur, the line is laid with a good quality of broken stone ballast.
- (c) Bridges.—The only important bridge is the Oojat (between Shahpur and Lushala), 7 spans of 100 feet and 3 spans of 133 feet.
- (d) Fencing.—The line is practically unfenced throughout its length.
- (e) Curves.—There are no curves under a radius of 1,000 feet.
- (f) Gradients.—Of a total open mileage of 455.18 miles on the system, 122.09 miles are on a gradient of 1 in 150 to 200, or steeper.

P. T. O.

ss:	Name and sections of r	ailway	7•				Date of	Date of	Mileage.	Total
0.						-	sanction.	opening.		
	TO THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE PART OF THE	AT TAT	DTA S		r <del>u</del> k/				Miles.	Miles.
a)	BOMBAY, BARODA AND CENTRA	4T IIV	DIV	IJ.	1 1514					
	COMPANY'S SECTION. (5' 6" gauge.	١								
		•)				ı		•		
- }	Main line→									
- [	Colaba to Marine lines	•	•	•	•	•	May 1856 1868	18-1-70 19-6-69	2.00	
	Marine lines to Charni Road Charni Road to Bellasis Road	•	•	•	•		] #22 a g	13-9-68	0.72	
- 1		•	•	•	•	-	t Road, Road to Dadar to Colába), Colába),			
	Bellasis Road to Bulsár .	•	•	•	•	•	Grant Sa; E	28-11-64	121.00	
	Bulsár to Navsári		•	•	•		T to the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second	2-9 <b>-</b> 61	24.22	
	Navsári to Šachin						Road 1863 1903 mile 11, 18	· 20-5-61	9.25	
	Navsari to Saciili	•	•	•	•	•	rmi lay adar oth Sso; Sur	_		
	Sachin to Surat	•		•	•	•	اً ومناهم ا	18-3-61	9.00	
- 1	Surat to Amroli	•	•	•	•	•	] []	19-11-60 10-2-60	28.75	
-	Amroli to Anklesvar Anklesvar to the Nerbudda	•	•	•	•			5-1 <i>2-</i> бо	<b>1</b>	
	Nerbudda to Broach	:	•	•	•		1857	22-6-60	5.20	
-	Broach to Baroda	•		•	•	•	and 4	9-1-61	43.75	
1	Baroda to Dholia	•	•	•	•		1859	22-4-61	11.25	
1	Dholia to Mehmadabad  Mehmadabad to Ahmedabad	•	•	•	•		† !!	3-9-62 21-1-63	33.25	
	Ahmedabad to Sábarmati .	•		•			Octo-	1-1-70	3.75	
1	Sábarmati to Sánand .	•		•	•		} ber }	24-5-71	13.42	
1	Sánand to Viramgám	•	•	•	•	•	1870	30-11-71	22.75	
	Viramgám to Wadhwán .	•	•	•	•	•	24-10-70	25-5-72	39.68	
		Tot	al Mai	in lir	ie	•	•••	•••	•••	3891
	Branches-									
	Godhra branch—									
	Anand to Dákor	•					5-11-73	8-4-74	16.75	
-	Dákor to Rukhyal	•	•	•	•	•]	•••	6-1-75	1.72	
- 1	Rukhyal to Hungari Hungari to Páli	•	•	•	•	•	•••	6-12-76	9.00	
	Páli to Godhra	•	•	•	•		•••	29-1-77 26-2 <b>-</b> 82	4.41	
	Tan to domina v	•	•	-	•		•••	20-2-02		
1	Pátri branch—								49*21	
	Khárághoda to Viramgám .	•	•	•	•		13-6-71	12-5-73	22'12	
		Tot	tal Bra	nche	es		•••	··•		71.
	Total Open mileage, Co	MPAN	y's se	CTIO	N		•••	•••		460
	Double line, Company's section	N								<u> </u>
	Colaba to Marine lines .							7 Q - 7 m c	7.0-	
1	Marine lines to Charni Road	•	•	•	•		•••	18-1-70 19-6-69	0.71	1
	Charni Road to Bellasis Road	•		•	•			13-9-68	1.29	
1	Bellasis Road to Máhim .	•	•	•	•	•	•••	20-7-65	5'44	1
1	Máhim to Bándra Bándra to Santa Cruz .	•	•	•	•	٠	•••	23-2-66	1.07	l
	Santa Cruz to Andheri .	•	•	•	•		•••	23-5-66 29-8-67	1.83	
1	Andheri to Bháyndar .	•	•	•	•	•	•••	27-4-85	13.33	1
-	Bháyndar to Virár	•	•	•	•	•	•••	1-10-85	10.34	
1	Virár to Palghar Palghar to Dahanu Road .	•	•	•	•	•	•••	1-12-97	19.28	
	Dahanu Road to Gholvad .	•	•	•	•	٠	•••	17-1-98	20°37 6.68	
Į	Gholvad to Daman Road .	•	•	•	•	:	•••	20-4-00 18-10-00	1	
	Sachin to Kánkra Khári	•	•	•	•	•	•••	4-7-87	6.36	
	Kánkra Khári to Surat .	•	•	•	•	٠	•••	5-6-68	2.43	
		Carrie	ed over	c					117.23	46o°
				-	-	• !	•••	•••	11 23	1 700

on the 31st December 1901, alphabetically arranged.

#### REMARKS.

r. Lines comprising system.—The Bombay, Baroda and Central India railway system is made up of-

	Open line. Miles.	Under construction. Miles.	Total. Miles.
(a) Bombay, Baroda and Central India railway . (5' 6" gauge)	460.00	•••	460'90
(b) Tápti Valley railway (5' 6" gauge	155.48	•••	155.48
(c) Petlad-Cambay railway (Anand-Tarapur section) (5' 6" gauge	21.20	•••	21.20
'(d) Petlad-Cambay railway (Tarapur-Cambay section) (5' 6" gauge	10.00	•••	10.02
(c) Nágdá-Ujjain railway (5' 6" gauge)	34'32	•••	34.32
(f) Godhra-Rutlam-Nágdá railway (5' 6" gauge)	141'14	•••	141.14
(g) Rajputana-Malwa railway (3' 3\frac{2}{3}" gauge	1,648 36	•••	1,648.36
(h) Ahmedabad-Parántíj railway (3' 3\frac{2}{8}" gauge)		•••	54.70
(i) Pálanpur-Deesa railway (3' 3\frac{2}{3}" gauge)	17:28	•••	, 17.28
(j) Gaekwar's Mehsána railway (3' 3\frac{3''}{8''} gauge	•	•••	92.63
(k) Gaekwar's Dabhoi railway (2' 6" gauge)			78.80
(l) Rajpipla railway (2' 6" gauge)	•	•••	-
(m) Jaipur railway (3' 3\forall gauge)	•••	72 [.] 85	37:37
to Vietus Valel Vadi nailman	•••		72.85
	•••	41.80	41.80
(o) Ahmedabad-Dholka railway (3' 3\frac{2}{8}" gauge)	•••	33.46	33.46
Total	2,753'40	148-11	2,901.21

# 2. Bombay, Baroda and Central India railway-

(a) The Bombay, Baroda and Central India railway, Company's section, is worked under the following contracts:—

Contracts of—21st November 1855—for the construction and working of a line from Surat to Baroda and thence to Ahmedabad.

2nd February 1859—for the construction and working of a line from Bombay to Surat.

17th November 1871—for the construction and working of a linc from Viramgam to Wadhwan,

1st February 1901—as to share of working expenses debitable to branch lines worked.

- (b) The general conditions of the contracts are as follows:-
  - (i) Government aid.—Guarantee of interest in sterling at 5 per cent. for the term of the contract. On some portion of the share capital and on debentures lower rates of interest also are guaranteed.
  - (ii) Currency of contracts.—The contracts are current for a period of 99 years from 1855 when the line becomes the property of Government on payment of the actual capital outlay in sterling. The Government may, however, determine the contract by purchase after the expiration of 25 or 50 years of the term namely in 1880 or 1905, at the mean market value of the shares during the three preceding years, possession being taken of the railway at the half-yearly day next but one following the notice. The Government may also determine the contract at any time, on giving three months' notice, if the Company fail to observe obligations. In such case, Government repay the capital expended.

Note.—The Government relinquished their right to determine the contract at the end of the 25th year, and the only remaining opportunity of giving notice of purchase will be in 1905 (within six months of the 1st of May).

- (iii) Power of Company to surrender contract.—The Company may surrender, on six months' notice, at any time, receiving back the capital expended.
- (iv) Terms of working—Surplus profits, after repayment of the guaranteed interest of each halfyear, are divided equally between Government and the Company, the interest payments being calculated for the purpose of this division at 1s. 10d. to the rupee.

Class:	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
9 (a)	BOMBAY, BARODA AND CENTRAL INDIA SYSTEM —contd.			Miles.	Miles,
	Brought forward  DOUBLE LINE-concluded.			117.23	46o [.] 90
	Surat to Amroli		9-10-67 25-5-98 1-10-98 11-12-99 15-10-99	25'42	
	Miyagam to Itola	•••	7-6-95 2-6-87		
9 (6)	TAPTI VALLEY. (5' 6" gauge.)				
	Kankra Khari to Vyára  Vyára to Chinchpada  Chinchpada to Nándarbar  Nándarbar to Dondaiche  Dondaiche to Nárdána  Nárdána to Amalner		1-12-98 10-7-99 8-10-99 11-11-99 25-11-99 15-3-00	35.59 36.55 25.20 21.44 19.78 16.92	
	TOTAL, TAPTI VALLEY .	•••	•••	•••	155'48
9 (d)	PETLAD-CAMBAY (ANAND-TARAPUR SECTION)—  (5' 6" gauge.)				
	Anánd to Petlád	Dec. 1888	5-5-90	13'17	
	Petlád to Tarapur	4-7-99	20-6-01	8,33	
	TOTAL, PETLAD-CAMBAY (ANAND-TARAPUR SECTION) .		•••		21.20
9 (e)	PETLAD-CAMBAY (TARAPUR-CAMBAY SECTION)— (5' 6" gauge.)				
	Tarapur to Cambay	4-7-99	20-6-01	10'92	10100
	TOTAL, PETLAD-CAMBAY (TARAPUR-CAMBAY SECTION) .		•••	•••	10.92
	GRAND TOTAL, PETLAD-CAMBAY .		•••		32,45
9 (c)	Nágdá-Ujjain— (5' 6" gauge.)				
	Nágdá to Ujjain	17-12-94	15-7 <b>-</b> 96	34.32	34*32
9 ( <i>f</i> )	GODHRA-RUTLAM-NÁGDÁ— . (5' 6" gauge.)				
	Godhra to Limkhérá	}29-10-90 {	16-1-93 7-3-94 22-10-94 11-5-96	25°09 19°55 70°46 26°04	
ŀ	Total, Godhra-Rutlam-Nágdá .		***		141.14
	Carried over .		•••		824.26

^{*} Excluding 49'36 miles from Daman Road to Sachin and 5'19 miles from Anklesyar to Broach under construction.

#### REMARKS.

- 2. Bombay, Baroda and Central India railway-concluded.
  - (b) General conditions—concluded.
    - (v) Rates and fares.—Under the contract, Government fix a maxima which cannot be altered by Government until the net receipts exceed 10 per cent. on the capital outlay, and which cannot be altered by the Company without Government sanction. Authority, however, has been given to the Company, by an executive order, to vary their rates within the prescribed maxima without reference to Government.
- 3. Tápti Valley railway-
  - (a) The Tapti Valley railway is worked under the following contracts:-

Contracts of—28th August 1896 (between the Secretary of State and the Tapti Valley Railway Company) for construction.

30th October 1896 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for maintenance and working.

1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

- (b) The general conditions of the contracts are as follows:—
  - (i) Government aid.—A rebate is allowed up to 10 per cent, of the gross earnings of the Bombay, Baroda and Central India and Rajputana-Malwa railways from traffic interchanged with the Tapti Valley railway so as to make up an amount equal to interest for the year at the rate of 4 per cent. per annum on the actual capital expenditure, plus a sum of Rs. 6,000 per annum towards the Company's office expenses and expenses of management. Land in British territory is also provided free.
  - (ii) Currency of contract—Government may, by giving 12 months' notice, determine the contract on the 31st December 1921, or at the end of any subsequent period of 10 years, paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding five years, provided that such sum shall not exceed by more than 20 per cent. the total capital expenditure of the Company or be less than such capital expenditure; or Government may determine it on the 31st December 1950, paying the Company in rupees an amount equal to the total capital expenditure.
  - (iii) Power of Company to surrender contract.—Nil.
  - (iv) Terms of working.—Government undertake to construct (from funds supplied by the Company) work and maintain the line through State or other agency, the necessary rolling-stock being supplied by the working agency. The general working expenses of the system, excluding the 2' and 2' 6" gauge lines, are divided in proportion to the gross earnings of the component parts of the Tapti Valley railway, being debited with the share thus arrived at, subject to a maximum charge of 44 per cent. of its gross carnings for the year. The residue of the gross earnings is payable to the Tapti Valley Railway Company.
  - (v) Rates and fares.—To be arranged from time to time between Government and the working agency within the maximum and minimum rates and fares for the time being in force on the Bombay, Baroda and Central India railway.
- 4. Petlad-Cambay railway (Anand-Tarapur section)-
  - (a) The Petlad-Cambay railway (Anand-Tarapur section) is worked under the following-

Agreement of—5th May 1890 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.

Contract of—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

-	y of failways. History	of railways	constructed	d and in	progres
lass : No.	Name and sections of railway.	Date of -sanction.	Date of opening.	Mileage.	Total.
(a)	BOMBAY, BARODA AND CENTRAL INDIA SYSTEM—continucd.			Miles.	·Miles.
	Brought forward .			•••	824.26
(g)	Rajputana-Malwa— (3' 33" gauge.)				
1	Rajputana section—				
	Main line				
	Jumna East bank to Agra Cantonment		1-1-76		3'0
e 25. 14.	Delhi to Rewári Rewári to Alwar Alwar to Bándikui Bándikui to Dausa Dausa to Jaipur Jaipur to Phulera Phulera to Ajmer Ajmer to Beáwar Beáwar to Haripúr Haripúr to Sojat Road Sojat Road to Pálanpur Pálanpur to Ahmedabad	1-3-70 14-8-72 { 20-10-71 { 9-4-73 4-9-76 {	14-2-73 15-9-74 7-12-74 20-4-74 12-10-74 1-3-75 1-1-75 15-5-78 12-8-79 20-10-80 1-1-81 15-11-79	51·25 46·25 37·75 17·75 38·00 34·25 49·75 32·25 21·00 20·50 148·00 83·00	
	•				579'7
	Total Main line .	***	•••	•••	582.8
	Branches on Rajputana section—			٨	
-	Farukhnagar Salt branch—	1-3-70	14-2-73	7.75	
	Agra branch-				
	Bándikui to Bhurtpore	}20-10-71 {	24-4-74 11-8-73 1-1-76	60.20 34.14 1.20	
				96.14	
	Sámbhar Lake Salt branch Japog extension Extension of Sambhar branch to Jhowra. Kankaroola siding Additional salt sidings in the Sambhar lake	8-4-73 14-7-75 15-5-78	1-3-75 Oct. 76 20-12-79 15-2-81 1-9-91	4.50 4.50 17.00 1.25 5.02	
	T-t-1 D-mal-				
	Total Branches .  Total, Rajputana section .	•••	•••	•••	136.16
	A OTAB, TRAJECTANIA SECTION .	•••	•••	•••	718.9
	Total, Rajputana Malwa, carried over	•••	•••		718.98
	Total, Bombay, Baroda and Central India Railway system carried over	- <u>-                                  </u>	•••		824.20

These 3'07 miles are laid on both the 5' 6" and 3' 3%" gauges, except on the Jumna bridge where a mixed gauge is laid.

on the 31st December 1901, alphabetically arranged.

#### REMARKS.

- 4. Petlad-Cambay railway (Anand-Tarapur section) -concld.
  - (b) The general conditions are as follows:-
    - (i) Government aid .- The line is the property of the Baroda State.
    - (ii) Currency of agreement .- The agreement is current for a period of three years.
    - (iii) Power to determine agreement .- Either party may terminate the agreement at any time on giving one year's notice.
    - (iv) Terms of working.—The railway is debited with a share of the working expenses of the system excluding 2' and 2' 6" gauge lines in proportion to the total earnings of the Petlad-Cambay and Gaekwar's Melisana railways.
    - (v) Rates and fares.—To be fixed from time to time by the Company with the approval of His Highness' Government, and as far as possible to conform to those generally in force on the Bombay, Baroda and Central India railway.
- 5. Petlad-Cambay railway (Tarapur-Cambay section).-No agreement has as yet been executed for the working of this line.
- 6. Nagda-Ujjain railway.-
  - (a) The Nágdá-Ujjain railway is worked under the following:-

Agreement of-15th July 1896 (between His Highness the Maharaja of Scindia and the Bombay, Baroda and Central India Railway Company) for working.

Contract of-1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

- (b) The general conditions are as follows:-
  - (i) Government aid .- The line is the property of the Scindia State.
  - The agreement may be terminated at any time after (ii) Currency of agreement .-15th July 1896, on one year's notice from either party
  - (iii) Power to determine agreement .- ) expiring on the 30th June or 31st December in any year.
  - (iv) Terms of working.—The railway is debited with a share of the working expenses of the system, excluding 2' and 2' 6" gauge lines, in proportion to the total earnings of the Nágdá-Ujjain railway.
  - (v) Rates and fares .- To conform to those generally in force on the Godhra-Rutlam-Núgdá railway.
- 7. Godhra-Rutlam-Nagda railway-
  - (a) The Godhra-Rutlam-Nágdá railway is worked under the following contracts:-

Contracts of-5th October 1893 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for working the Godhra-Rutlam railway.

1st October 1897 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for working the Rutlam-Nagda railway.

(between the Secretary of State and the Bombay, Baroda and 1st February 1901 Central India Railway Company) as to percentage of working charges.

(For terms of contracts—see Rajputana-Malwa railway, paragraph 8 et seq.)

- 8. Rajputana-Malwa railway-
  - (a) The Rajputana-Malwa railway is worked under the following contracts:

Contracts of-24th September 1884 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for maintaining and working the Rajputana-Malwa railway.

16th March 1888. Contract supplemental to that of 1884 for maintaining and working the Cawnpore-Achnera railway.

Contract supplemental to that of 1884 for maintaining and 8th November 1889. working the Brindaban branch.

1st February 1901. Contract modifying that of 1884.

- (b) The general conditions of the contracts are as follows:-
  - (i) Government aid .- The line is the property of the State.
  - (ii) Currency of contract .- The duration of the contract is up to the 31st December 1905.
  - (iii) Power of company to surrender contract .- Nil.
  - (iv) Terms of working.—The working expenses of the system, excluding 2' and 2' 6" gauge lines, are pooled, and divided between the component parts of the system in proportion to the gross earnings of each. The net earnings thus arrived at of the Rajputana-Malwa, 3'32" gauge, and Godhra-Rutlam-Nagda, 5' 6" gauge, railways, are paid in full to Government.

	History	y of railways	constructe	d and in	progress
Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
9 (a)	BOMBAY, BARODA AND CENTRAL INDIA SYSTEM—contd.			Miles.	Miles.
	Total Bombay, Baroda and Central India Railway system, Brought forward		•••		824.26
	Total Rajputana-Malwa, Brought forward .				718.98
9 (g)	Rajputana-Malwa—contd. (3' 3\frac{3}{3}'' gauge.)				
	MALWA SECTION—  Main line—  Khandwa to Sanáwad  Sanáwad to Mortakka  Mortakka to Choral  Choral to Mhow  Mhow to Indore  Nerbudda bridge  Indore to Fatehabad  Fatehabad Junction to Rutlam  Rutlam to Jaora  Jaora to Mandsaur  Mandsaur to Neemuch  Neemuch to Ninbahera  Nimbahera to Chítorgarh  Chítorgarh to Nasirabad  Nasirabad to Ajmer	8-1-72 { } 29-10-73 { } 5-10-77 { } 30-4-79 {	1-2-74 1-4-74 20-1-75 1-1-78 3-8-76 5-10-76 3-8-76 11-7-78 25-2-80 8-4-80 2-7-80 10-3-81 19-3-81 1-12-81	34.25 3.50 20.50 15.69 13.00  25.23 48.75 20.50 31.75 30.25 16.40 17.65	
	Total Main line .  Branch on Malwa section—	14-4-74		14.12	392'27
	Ujjain branch— Fatehabad to Ujjain Ujjain branch extension across the Sipra river to Ujjain city	29-10-73 6-12-82	3-8-76 1-3-84	12'00 2'88*	
	Total Branch .				14'88
	Total, Malwa section .				407.15
	CAWNPORE-ACHNERA SECTION— Main line—				
	Cawnpore to Kanauj	3-10-78	15-12-80 1-2-81 14-4-84 1-7-84 19-10-75 1-7-84 7-11-81	36·50 67·00 34·00 29·00	
	Total Main line Branches on Cawnpore-Achnera section—	•••			239'34
	Brahmavart branch	18-3-84 16-3-83 4-5-88	10-11-85 4-1-85 26-8-89	9.00	
ļ	Total Branches .				31.32
	TOTAL, CAWNPORE-ACHNERA SECTION . REWARI-BHATINDA-FAZILKA SECTION—				260.66
	Main line—  Rewari to Hissar	13-9-81 8-10-82	20-3-83 1-1-84 1-10-84 1-1-85	50°50	
	TOTAL, REWARI-BHATINDA-FAZILKA SECTION .		•••	•••	†261.57
	GRAND TOTAL, RAJPUTANA-MALWA .	•••	•••	•••	:,648·36
	Carried over	`	•••	•••	2,472'62

Includes 2 to miles, 5' 6" gauge, from Sipra Janction to station opened in 1809.
† Includes 26'28 miles of mixed gauge between Kot Kapura and Bhatinda.

# REMARKS.

# 8. Rajputana-Malwa railway-concld.

- (b) General conditions-concid.
  - (v) Rates and fares.—Maximum and minimum rates and fares have been fixed within which the Company are authorised to vary the rates.
  - (vi) General remarks.—The Maharaja Holkar lent the British Government one hundred lakhs of rupees at 4½ per cent. per annum for the construction of the Khandwa-Indore section, and is entitled to a moiety of surplus profits.
    - The Maharaja Sindia lent the British Government seventy-five laklis of rupees at 4 per cent. per annum for the construction of the Indore-Neemuch section and the branch to Ujjain.
    - The Cawnpore-Achnera line was leased to the Bombay, Baroda and Central India Railway Company on the 1st October 1886, and is now treated as an integral part of the Rajputana-Malwa railway; but Government reserve the right to take back the line at any time.
    - The Rajputana-Malwa railway system has been worked by the Bombay, Baroda and Central India Railway Company from the 1st January 1885.

# 9. Ahmedabad-Parantij railway-

(a) The Ahmedabad-Parantij railway is worked under the following contracts:-

Contracts of—13th March 1896 (between the Secretary of State and the Ahmedabad-Parantij Railway Company) for construction.

4th June 1896 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for working.

1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

- (b) The general conditions of the contracts are as follows:-
  - (i) Government aid.—A rebate is allowed up to 10 per cent. of the gross earnings of the Bombay, Baroda and Central India and Rajputana-Malwa railways from traffic interchanged with the Ahmedabad-Parantij railway so as to make up an amount equal to interest for the year at the rate of 4 per cent. per annum on the actual capital expenditure, plus Rs. 5,000 per annum towards the Company's office expenses and expenses of management. Land has also been provided free.
  - (ii) Currency of contract.—Government may, by giving 12 months' notice, determine the contract on the 31st December 1917 or at the end of any subsequent period of ten years, paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding five years, but not exceeding by more than 20 per cent. the total capital expenditure of the Company, nor being less than such capital expenditure, or on the 31st December 1946, paying the Company in rupees an amount equal to the total capital expenditure.
  - (iii) Power of Company to surrender contract .- Nil.
  - (iv) Terms of working.—The railway is debited with a share of the working expenses of the system, excluding the 2' and 2' 6" gauge lines, proportionate to its total earnings, but not exceeding 44 per cent. of its gross earnings for the year. The net earnings thus arrived at are payable to the Ahmedabad-Parantij Railway Company.
  - (v) Rates and fares.—To be arranged from time to time between the Government and the working agency within the maximum and minimum rates and fares in force on the Rajputana-Malwa railway.

# 10. Palanpur-Deesa railway-

- (a) The Palanpur-Deesa railway is worked under-
  - Terms—contained in letter No. 44 Ry., dated the 30th March 1892, from the Government of India to the Secretary of State, and letter No. 62 Ry., dated 23rd June 1892, from the Secretary of State to the Government of India.

Contract of—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

- (b) The general conditions of the terms are as follows:
  - (i) Government aid.—The line is owned jointly by Government and the Palanpur Durbar.
  - (ii) Currency of contract.—The contract is co-terminus with the Company's contract for working the Rajputana-Malwa railway. In the event of the line being extended, Government can terminate the contract on giving the Company six months' notice.

	ritstor ₋	y of railways			progress
Class:	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
9 (a)	BOMBAY, BARODA AND CENTRAL INDIA SYSTEM—contd.			Miles.	Miles.
	Brought forward .				2,472·62
9 (g)	RAJPUTANA-MALWA-concld.				
9 67	Double line, Rajputana section.				
	"Agra fort to Agra Cantonment		11-8-73	1'14	
	and the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of th		70		
	Total Double line .			1.14	
9 (i)	Ahmedabad Parantij— (3' 32" gauge.)				
	Ahmedabad to Talod	) (	1-5-97	32.82	
	Talod to Parantij	} January { 1896.	2 <b>-</b> 7-97	7.83	
	Parantij to Idar-Ahmednagar	} {	23-10-97	14.05	
	Total, Ahmedabad-Parantij .				54'70
a (a)	Palanpur-Deesa				
9 (7)	(3'3\\\\" gauge.)				
	Pálanpur to Decsa	20-3-92	8-11-93	17.28	
	Total, Palanpur-Deesa .	•••	•••	•••	17.28
9 (4)	GAEKWAR'S MEHSANA— (3' 3\frac{3''}{3} gauge.)				
	Mehsána to Vadnagar		21-3-87	20.73	
	Vadnagar to Kheralu		12-12-88	7.00	
	Viramgám to Mehsána		1-2-91	40.51	
l	Mehsána to Pátan		20-7-91	24.69	
	Total, Gaekwar's Mehsana .		•••		92.63
9 (k)	GAEKWAR'S DABHOI— (2' 6" gauge.)				
	Miyágám to Dabhoi	21-3-72	8-4-73	20.00	
	Dabhoi to Chándod	)	( 15-4-79	10.62	
	Dabhoi to Báhádarpur	} 27-11-77	17-9-79	9.64	
	Dabhoi to Goya Gate	1	( 1-7-8o	17.00	
	Goya Gate to Vishvámitri	29-1-79	24-1-81	1.63	
	Báhádarpur to Bodeli	Sept. 1888	16-6 <b>-</b> 90	12.77	
	Vishvámitri to Padra	28-8-95	1-7-97	7'14	
	Total, Gaekwar's Dabhoi ,.		•••		78.80
	Carried over .				2,716.03
1		J			1

# REMARKS.

# 10. Palampur-Deesa railway-concld.

- (b) General conditions—concld.
  - (iii) Power of Company to surrender contract.-Nil.
  - (iv) Terms of working.—The railway is debited with a share of the working expenses of the system, excluding the 2' and 2' 6" gauge lines, in proportion to the total earnings of the Palanpur-Deesa railway, the net earnings thus arrived at in any half-year being divided between Government and the Palanpur Durbar in proportion to the capital provided by each, after excluding from the Government capital the sum of Rs. 25,117 for extra expenditure in providing a 5' 6" gauge substructure.
  - (v) Rates and fares.—Same as on the Rajputana-Malwa railway.

# 11. Gaekwar's Mehsana railway-

(a) The Gaekwar's Mehsana railway is the property of the Baroda State and is worked under the following:

Agreement of-ist July 1891 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.

Contract of-ist February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

NOTE .- See Petlad-Cambay railway (Anand-Tarapur section), paragraph 4 ante. The terms of working are the same for both railways.

# 12. Gaekwar's Dabhoi railway-

(a) The Gaekwar's Dabhoi railway is worked under-

Agreement of ist January 1897 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.

- (b) The general conditions of the agreement are as follows:-
  - (i) Government aid .- The line is the property of the Baroda State.
  - (ii) Currency of agreement.—The agreement may be terminated at any time on one year's notice from either side to expire on the 30th of June or 31st of December.
  - (iii) Terms of working.—The Company work the railway at actual cost, plus 12½ per cent. on total working expenses (but not less than Rs. 500 per mensem or more than Rs. 800 per mensem, in a half-year) for superintendence.
  - (iv) Rates and fares.—The rates and fares are fixed from time to time by the Company with the approval of His Highness' Government; and as far as possible must conform generally to those in force on the Bombay, Baroda and Central India railway.

# 13. Rajpipla railway-

(a) The Rajpipla railway is worked under-

Agreement of-19th March 1900 between the Rajpipla State and the Bombay, Baroda and Central India Railway Company.

- (b) The general conditions of the agreement are as follows:-
  - (i) Government aid.—The line is the property of the Rajpipla State.
  - (ii) Currency of agreement.—The agreement may be terminated by either party on the expiration of three years or at the end of any calendar half-year thereafter, on one year's notice from either side.
  - (iii) Terms of working.-The Rajpipla State is debited with the actual cost of working; and in addition one per cent. on the net carnings of the Rajpipla railway as contribution to the Provident Fund; and 12½ per cent. on total working expenses (but not less than Rs. 300 per mensem or more than Rs. 800 per mensem) for superintendence.
  - (iv) Rates and fares .- To be fixed from time to time by the Company with the approval of the Rajpipla State; and to conform to those generally in force on the Bombay, Baroda and Central India railway.
- 14. Jaipur (Siwai-Madhopur) railway -15. Vijapur-Kalol-Kadi railway-

The agreements for working these lines have not as yet been

16. Ahmedabad-Dholka railwayexecuted.

17. General remarks.—The following sections of the Bombay, Baroda and Central India railway are worked over by other lines:—0.24 mile at Ujjain by the Indian Midland railway, and 7.25 miles from Dadar Junction to Colaba by the Great Indian Peninsula railway. The length from Dadar Junction to Carnac bridge, 4.39 miles of the Great Indian Peninsula railway is worked over by the Bombay, Baroda and Central India railway.

The following sections of the Rajputana-Malwa railway are worked over by foreign lines—1:00 mile from Agra East Bank to Agra Fort by the East Indian railway; and 2.89 miles at Agra by the Indian Midland railway.

APPEN

	y of failways.  History	of railways	constructed	d and in	progres
Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
	,			Miles.	Miles.
9 (a)	BOMBAY, BARODA AND CENTRAL INDIA SYSTEM—continued.				
	Brought forward .		•••	   	2,716.03
9 (l)	RAJPIPLA— (2' 6" gauge.)				
	Anklesvar to Raj-Párdi	Oct. 1894	1-7-97	19.03	
	Raj-Párdi to Umalla	h	19-1-99	4.95	
	Umalla to Amletha	Feb. 1898	1-6-99	7.85	
	Amletha to Nandod	ا ا	20-7-99	5'54	
	Total, Rajpipla		•••	•••	37'37
	Total open mileage, Bombay, Baroda and Central India system		•••	•••	2,753'40
9 (m)	Lines under construction or sanctioned for construction—  JAIPUR (SIWAI-MADHOPUR)—  (3' 33" gange.)				
	Sanganer to Siwai-Madhopur in the Jaipur State	2-12-97	•••	72.85	
	Total, Jaipur .				72.85
9 (n)	Vijapur-Kalol-Kadi—				
	(3' 3 ³ " gauge.)		t		
1	Vijapur to Kalol	23-5-99		29.60	
	Kalol to Kadi	29-3-1901	100	12'20	
	Total, Vijapur-Kalol-Kadi .	***	•••	\	41.80
9 (0)	Ahmedabad-Dholka— (3' 3\frac{2}{3''} gauge.)				
	Ahmedabad to Dholka		•••	33.46	
	Total, Ahmedabad-Dholka .		•••		33'46
	Total Lines under construction .		•••	•••	148.11
	GRAND TOTAL, BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM	40.	•••	•••	2,901'51

on the 31st December 1901, alphabetically arranged.

# REMARKS.

# 18. Details of construction-

(a) Permanent-way.-

Bombay, Baroda and Central India railway.—The main line is chiefly laid with double-headed steel rails, weighing 59lb. to the yard, except on the Viramgam-Wadhwán section, which is laid with 60lb. iron rails on cast-iron pot sleepers. On the southern part of the line (Bombay to Broach) the rails are laid on creosoted pine sleepers. On the double line from Virár to Dahanu, Amroli to Anklesvar and Broach to Miyagam, 82lb. bull-headed steel rails are laid on creosoted pine sleepers and four-holed chairs. On the double line from Dahanu to Daman Road and from Miyagam to Itola 82lb. bull-headed steel rails are laid on cast-iron pot sleepers. On the double line, Itola to Baroda, 69lb. double-headed steel rails are laid on east-iron pot sleepers. The rails on the Pátri branch are flat-footed, weighing 48lb. to the yard, and are laid on creosoted pine sleepers but are being renewed annually with 50lb. steel rails. The rails on the Godhra branch are 61lb. and 69lb. steel, laid, with a few trifling exceptions, on iron pot sleepers.

Tapti Valley railway.—The permanent-way consists of 70 lb. flat-footed rails laid on ereosoted pine and teak sleepers.

Petlad-Cambay railway — The permanent-way consists of 6641b. flat-footed steel rails and creosoted pine sleepers.

Nagdá-Ujjain railway.—The permanent-way consists of 75lb. flat-footed steel rails, with 5 bolt hole fish-plates, laid on east-iron pot sleepers, Indian Midland railway pattern.

Godhra-Rutlam-Någdå railway.—The rails are flat-flooted, steel, 75lb. to the yard, laid on steel trough deodar and creosoted pine sleepers.

Rajputana-Malwa railway.—The rails originally used were 36lb. and 40lb. to the yard laid on transverse deodar and ercosoted pine sleepers. The 36lb. iron rails have nearly all been replaced by 414lb. steel rails which in future renewals will be replaced by 50lb. rails. The crosoted half-round pine sleepers with which the road was first laid are being replaced by deodar sleepers. The Cawnpore-Farukhabad section is laid with iron rails 40lb. to the yard. The line from Farukhabad to Aelmera is laid with steel rails, 414lb. to the yard, on transverse sleepers of deodar. On the Rewari-Bhatinda-razilka line, the rails are mainly of steel, 414lb. to the yard, laid on deodar and Denham-Olphert's pot sleepers.

Ahmedabad-Parantij railway.—The line is laid with 414lb. flat-footed steel rails on transverse deodar and ereosoted pine sleepers.

Palanpur-Decsa railway.—The rails are iron, 40lb. to the yard, laid on Denham-Olpherts' east-iron sleepers or on steel dish cover sleepers taken from the main line.

Gaekwar's Mehsana railway.—The length from Mehsana to Kheralu is laid with steel rails, 41½ lb. to the yard, on transverse steel trough sleepers. The remainder of the line is laid with iron and steel rails, 40b. and 41½ lb. to the yard, on deodar sleepers, except a mile on the Mehsana-Viramgam section, which is laid with steel trough sleepers.

Gackwar's Dabhoi railwar.—The line was originally laid with iron rails weighing 30lb. to the yard for 20 miles, and with steel rails weighing 30lb. and 31lb. to the yard for 39.25 miles and 12.50 miles, respectively, on wooden sleepers. The renewals are being made with 31lb. steel rails. The Vishvámitri-Padra section is laid with 31lb, steel rails and wooden sleepers.

Rajpipla railway.—The line is laid with 414lb, iron rails on half round jungle teak sleepers.

- (b) Ballast .- The whole system is ballasted throughout with stone, gravel or sand.
- (c) Tunnels.—The following are the tunnels of 500 feet length and over:—Tunnel between Bagrangarh and Amargar, 765 feet; and Mhow ghat No. 4, between Patalpani and Kalakand, 622'75 feet. There are three other tunnels varying from 285'50 feet to 365'50 feet in length, aggregating 994 feet on the Sone ghats.
- (d) Bridges.—The following are the important bridges of 1,000 feet and over:—South and North Bassein (between Bháyndra and Umeyla), 69 spans of 60 feet, and 25 spans of 60 feet, respectively; South and North Viluma (between Virar and Sophala), 20 spans of 60 feet and 23 spans of 60 feet, respectively; Tápti (between Surat and Amroli), 30 spans of 60 feet; Nerbudda (between Anklesvar and Broach), 25 spans of 183'50 feet; Mhye (between Bajuva and Vásad), 27 spans of 60 feet. Sabarmati (between Ahmedabad and Sabar-Bajuva and Vásad), 27 spans of 60 feet. Sabarmati (between Ahmedabad and Sabar-Bajuva and Vásad), 27 spans of 60 feet and 1 span of 52'41 feet; and mati), 1 span of 67 feet, 20 spans of 60 feet; Mahi (between Bhairon Mhye (between Sevalia and Timba Road), 64 spans of 30 feet; Mahi (between Bhairon ghar and Raoti), 6 spans of 150 feet and 2 spans of 100 feet; Chambal, near Nagda, 10 spans of 100 feet; Jumna (between Agra Fort and Agra Junction), 16 spans of 133 feet and 6 spans of 23 feet; Jumna (between Muttra Cantonment and Raya), 7 spans of 150 feet; Nerbudda (between Mortakka and Barwaha), 14 spans of 183 feet; and Siew (between Mandsaur and Dalauda), 11 spans of 30 feet.

Class:					11 isiory	of railways	constructed	d and in	progre
Class: No.		Name and s	ections	of railway.		Date of sanction.	Date	Mileage,	Total.
9(a)	BOMBAY, SYSTEM-	BARODA -concld.	AND	CENTRAL	AIDNI	,	,		
						,			
			,						,
,									
			•						
			***************************************						
(See	MAPUTRA-SU Eastern Bengal	JLTANPU	R <b>-</b>						,

on the 31st December 1901, alphabetically arranged.

#### REMARKS.

#### 18. Details of construction—concluded.

#### (e) Fencing.-

Bombay, Baroda and Central India railway.—The main line is wholly fenced. As far as Ahmedabad it is all wire fence, except some 2 miles of cactus. From Ahmedabad to Wadhwan there are 32½ miles of cactus and 47½ miles of wire. The Godhra branch is fenced partly with cactus (2½ miles) and partly with wire (46¾ miles). The Patri branch is unfenced.

Tapti Valley railway.—The line is not fenced, except round station yards.

Petlad-Cambay railway (Anand-Tarapur section).—The whole of the Anand-Petlad section is fenced with cactus.

Petlad-Cambay railway (Tarapur-Cambay section).—The line has not been fenced, except round station yards.

Nágdá-Ujjain railway.—The line has not been fenced, except round station yards.

Godhra-Rutlam-Négdű railway.—The line is fenced with wire from mile o to mile 35 and then in different sections, making an aggregate of 76½ miles. The rest of the line is unfenced.

Rajputana-Malwa railway.—The total length of line fenced on the Rajputana section is 658 miles, or three-fourths of the whole section. The Malwa section is generally unfenced, except on the ghats between Mhow and Kalakund and at stations. The Cawnpore-Achnera section is partially fenced, and the fencing is chiefly confined to one side of the line between Cawnpore and Farukhabad and between Hathras City and Muttra Cantonment. There are a few miles of double fencing at stations. The Rewari-Bhatinda-Fazilka section is fenced for about 110 miles of the main line and at stations.

Ahmedabad-Parántíj railway.—Fenced only in station yards.

Palanpur-Decsa railway.—The entire length, with the exception of a little wire fencing at mile 2, is fenced with cactus.

Gackwar's Mehsana railway.—The whole line was originally fenced with cactus; but this has in several places been entirely destroyed by floods and locusts, and what remains is much broken up.

Gaekwar's Dabhoi railway.—There is no fencing, except what has been put up by the villagers themselves.

Rajpipla railway.—There is no fencing, except in the station yards.

# (f) Curves-

5' 6" gauge sections.—There are no curves under a radius of 1,000 feet.

3' 32" and narrower gauge sections, excluding Gaekwar's Dabhoi railway.—There are no curves under a radius of 1,000 feet.

Gaekwar's Dabhoi railway .- There are no curves under a radius of 500 feet.

(g) Gradients.—Of a total open mileage of 2,753:40 miles on the system, 3:40 miles are on a gradient of 1 in 50, or steeper.

lass : No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
5 (a)	BUKHTIARPUR-BIHAR LIGHT— (2' 6" gauge.)				
	Bukhtiarpur on the East Indian railway to Bihar	<b>,</b>		18.75	
	Total, Bukhtiarpur-Bihar .	•••			18.75
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on the 31st December 1901, alphabetically arranged.

#### REMARKS.

# I. Bukhtiarpur-Bihar Light railway.--

(a) The Bukhtiarpur-Bihar Light railway is being constructed and will be worked on the terms in Bengal Government Notification No. 100 R., dated the 25th June 1901, under the following agreement:—

Agreement.—(Between the District Board of Patna and the Bukhtiarpur-Bihar Light Railway Company).

- (b) The general conditions are as follows:-
  - (i) Government aid.—In addition to land which has been provided free of charge, except for station sites and diversions from the district road, the District Board supplements the net earnings, subject to a maximum limit of Rs. 32,000 per annum, to allow of the Company paying a dividend of 4 per cent. per annum on the Company's share capital of Rs. 8,00,000.
  - (ii) Currency of contract.—In the event of the District Board exercising the right of purchase under section 41 of the Bengal Act, III of 1883, viz., upon the expiration of twenty-one years from the date of the order of the Local Government authorising the construction of the line by giving six months' notice, or at intervals of seven years thereafter, the value to be calculated at twenty years' purchase of the average net profits to the Company during the four years preceding the transactions, together with a bonus of 20 per cent. thereon.
  - (iii) Terms of working.—Any surplus profits in excess of four per cent. on share capital, plus not more than 4 per cent. on debenture capital, will be equally divided between the District Board and the Company.
  - (iv) Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary its rates.
  - (v) General remarks.—The line is to be laid as far as possible on the District road.

#### 2. Details of construction-

- (a) Permanent-way.—30 lb. steel rails, Vignole's pattern, on cross sleepers of pyinkado.
- (b) Ballast.—The line will be ballasted throughout.
- (c) Fencing.—The line will not be fenced.

ss: o.	Name and sections of railway.		Date of sanction.	Date of opening,	Mileage,	Total
(a)	BURMA— (3' 3 ² " gauge.)			,	Miles.	Miles
	IRRAWADDY SECTION— Rangoon to Prome	•	25-9-74	2-5-77	161.00	
	TOTAL, IRRAWADDY SECTION SITTANG SECTION—	•				161.
j	Main line-					
	Rangoon to Pegu Pegu to Pyuntaza Pyuntaza to Nyaunglebin Nyaunglebin to Toungoo	•	23-5-81	4-2-84 4-2-84 4-2-84 1-7-85	46.25 41.75 5.00 73.00	
ļ	Total Main line	•	•••		•••	166.
	Branches—					
	Suburban lines	•	25-9-74	1-3-80 15-7-90	3,00 9,00	
	Total Branches	•	•••	•••	***	9.
	TOTAL, SITTANG SECTION	•	•••	<b></b>		175
	MANDALAY SECTION—					
	Main line-					
	Toungoo to Thawutti. Thawutti to Pyinmana Pyinmana to Yamethin Yamethin to Mandalay	•	October { 1886. }	1.5-88 1-5-88 15-11-88 1-3-89	44'00 15'00 49'00 112'00	
	Total Nain line		***			220'0
	Branches-			•		
	Meiktila branch—		:			
	Thazi to Meiktila Cantonment  Meiktila to Myingyan		<b>5-1-92</b> Sept. 1898	10-5-93 15-11-99	12.89 57.21	
	Mandalay Shore Branch-				70,10	
	Mandalay to Mandalay shore			April 1889	2.20	
	Total Branches					72.6
	TOTAL, MANDALAY SECTION			•••		292.6
1	fu Valley section—					
Λ	Main line					
	Sagaing to Shwebo		Sagaing to Kawlin 17-10-80 Kawlin to Nan- kan in Feb. and March	1-7-91 4-4-92 1-11-94	53'05 99'46 15'46	
	Nankan to Mohnyin		Sept. { 1892 { Dec. 1895	21-10-95 1-3-96 1-1-98	74°35 52°34 36°63	
	Total Main line			•••	***	331.5
				ļ	-	
			Í	i	ì	331.5

#### REMARKS.

# 1. Burma railways-

- (a) The Burma railways are worked under the following contract—
  - Contract of -9th March 1897 (between the Secretary of State and the Burma Railways Company) for transfer and management.
- (b) The general conditions of the contract are as follows:—
  - (i) Government aid.—Interest is guaranteed at 2½ per cent. on the Company's share capital.

    Land was also provided free of charge.
  - (ii) Currency of contract.—Government may determine the contract, after giving six months' notice, if the Company fail to perform their obligations, or if the undertaking be, in the opinion of the Secretary of State, in course of gross mismanagement by the Company, or if it be worked at a loss for three consecutive half-years. Government may also determine the contract, on the 31st December 1921, or at the end of any succeeding tenth year, by giving twelve months' previous notice. On the determination of the contract from any cause, the Secretary of State is to repay to the Company in sterling at par the capital raised by the latter.
  - (iii) Power of Company to surrender contract.—Nil.
  - (iv) Terms of working.—The net receipts in each half-year are to be applied in payment to Government of—
    - The equivalent of the interest paid for the half-year on any debentures issued by the Company;
    - The equivalent of the guaranteed interest at 2½ per cent. per annum on the Company's capital of £2,000,000, and of the interest payable on any additional share capital raised by the Company;
    - The equivalent of interest at 2½ per eent, per annum on the sterling equivalent of the capital expenditure by Government on the railways up to the date of the transfer, and of interest on any additional moneys supplied by Government;
    - Any surplus, in a year ending on the 30th June, to be divided between Government and the Company, in the proportion of four-fifths to the former and one-fifth to the latter, the Company's share for any year up to the 30th June 1901 being reduced by the amount of the additional interest at \(\frac{1}{4}\) per eent. paid by the Government in respect of the same year.
  - (v) Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.
  - (vi) General remarks.—The Burma Railway Company was formed in 1896 for the purpose of taking over the working of the then existing system of State railways (3' 3\frac{3}{8}'' gauge) in Burma and extending it by the construction of other lines, particularly one from Mandalay to Kunlong. The railways taken over by the Company from the Government on the 1st September 1896 comprised the following lines:—Rangoon to Prome on the Irrawaddy river; Rangoon to Mandalay, and thence to the bank of the Irrawaddy, opposite Sagaing; and Sagaing to Mogaung, with an extension to Myitkyina, and a branch to Katlia, whence there is communication by river with Bhamo.

# 2. Details of construction-

- (a) Permanent-way.—The Irrawaddy line is laid with steel rails, 50lb. to the yard, for a double track from Rangoon to Insein (9 miles), the remaining 152 miles being laid for a single track with 50lb. steel rails for 103 miles, 41½lb. steel for 29 miles, and 40lb. iron for 20 miles. The Sittang line is laid with steel rails, 50lb. to the yard, from Pazundaung to Deiku (81 miles), the remaining 85 miles being laid with rails, 41½lb. to the yard. The Mandalay line consists of 50lb. flat-footed steel rails, with deep web fish-plates of Bessemer steel. The Thazi-Myingyan branch consists of steel rails, 41½ and 50lb. to the yard. The Mu Valley line consists of 41½lb. flat-footed steel rails, with the exception of the Alon branch, where the rails are mostly 50 lb. The Mandalay-Kunlong line is laid with 50lb. steel rails. The Bassein-Henzada-Letpadan branch will be laid with steel rails, 50lb. to the yard. The sleepers throughout are generally of teak, pyinma and pyinkado.
- (b) Ballast.—The ballast is either shingle or broken stone.
- (c) Tunnels.—On the Mandalay-Kunlong section, there are two tunnels at the Gokteik Gorge, viz., No. 1 tunnel, 345 feet, and coverings in the approach 60 and No. 2 tunnel, 490 feet.

No.   sanction.   opening.    24(a) BURMA—concld.—  (3' 3\frac{3}{3}'' gauge.)  Brought forward	Miles. 70.46 6.00	Total.  Miles. 628-60  331-29
### BURMA—concld.—    (3' 3\sum gauge.)   Brought forward	70°46 6°00	628·60 331·29
Mu Valley Section—concld.  Branches— Sagaing to Alon	70°46 6°00	331.29
Branches—       Sagaing to Alon       Sept. 1898       15-4-00         Myohaung branch—       17-10-89       22-11-91         Katha branch—        2-10-95         Total Branches           TOTAL, Mu Valley Section	6.00	90,91
Myohaung to Amarapura shore	14.45	
Naba to Katha		
Total, Mu Valley section	•••	
	•••	422.50
Mandalay-Kunlong section-		
• • • • • • • • • • • • • • • • • • • •		1
Myohaung to Sédaw	13.00	
Sédaw to Maymyo	26*10	
	34.10	
Nawnghkio to Hsipaw	53.25	
Total open mileage, Mandalay-Kunlong section	•••	126.4
Total Open mileage, Burma	•••	1,177'2
Lines under construction or sanctioned for construction—	1	
Mandalay-Kunlong Section—		
	50 <b>·</b> 30	
	0.00	
Bassein-Henzada-Letpadan—		
Letpadan (on Irrawaddy line) to Tharrawá on the east bank of the Irrawaddy river, thence through Henzada (on the west bank of the Irrawaddy) to the town of		
	14.40	
Total Lines under construction	]	164.70
Double line—Main line and branches—		
Rangoon to Kemmendine	3°54 5°50 2°45	
Nahakaung to Naba	o*55 ·	
Total Double line	12*04	
GRAND TOTAL, BURMA	•••	1,341.95
		ļ 1

on the 31st December 1901, alphabetically arranged.

#### REMARKS.

# 2. Details of construction-concluded.

- (d) Bridges.—On the Mandalay-Kunlong section, there is a long high viaduct at the Gokteik Gorge which consists of 10 spans of 120 feet, 5 spans of 60 feet, and 2 spans of 55 feet, supported on piers formed of steel trestles in pairs 40 feet apart. The total length of the viaduct is 2,260 feet and the greatest height of rail level above ground 325 feet.
- (e) Fencing.—The line from Prome to Mandalay is fenced. The Mu Valley line is generally unfenced, except at a few stations. On the Mandalay-Kunlong section the line is not fenced.
- (f) Curves.—On the Mu Valley line there are in all 13 curves of a radius of 573 feet, the sharpest on the line; four on the Katha branch between miles 212 and 213.8, the total length being 1,568 feet, and 9 on the main line between miles 171 to 235 on the Nankhan-Moliyin section, 3,790 feet long.
- (g) Gradients.—Of a total open mileage of 1,177'25 miles, 9'81 miles are on the ruling gradient of 1 in 25 and 65'47 miles on a gradient of 1 in 100, or steeper.

Class No.		Date of sanction.	Date of opening.	Mileage.	Total.
5 (a)	CALCUTTA PORT COMMISSIONERS'— (5' 6" gauge).  Main line—			Miles.	Miles.
	Bagbazar to Cossipore Bagbazar to Meerbohur Ghât Meerbohur Ghât to Jetties Jetties to Chandpal Ghât Chandpal Ghât to Kidderpore Docks  Total Main line		1-6-78 1-11-75 1-6-78 1-12-80 ,1-1-87	1·14 1·76 0·84 0·32 2·16	<b>6</b> •22
	Shalimar branch—				0 20
	Telkul Ghât Road viá Bhurpara Khal to Shalimar .		31-12-01	1.43	
	Total Branch	ł			1'43
	TOTAL, CALCUTTA PORT COMMISSIONERS' .	į			7:65
				1	•
6 (c)	CAWNPORE-BURHWAL—  (3' 3\frac{3'''}{3'''} gauge link).  (See Oudh and Rohilkhand system).		1		
2 (e)	COOCH BEHAR—  (See Eastern Bengal system).	,			

#### REMARKS.

# 1. Calcutta Port Commissioners' railway-

- (a) The Calcutta Port Commissioners' railway was constructed by the Port Commissioners out of Port Trust Funds and is worked by them.
  - (i) General remarks.—The land from Chandpal Ghât to Ahiritollah Ghât was originally transferred to the Commissioners under a deed of conveyance by Government, and for this land the Commissioners pay to Government a quit rent of Rs. 40,000 per annum. The land north of Ahiritollah Ghât was acquired by the Commissioners under the Land Acquisition Act and that south of Chandpal Ghât was transferred to the Commissioners by Government.

The railway is of a single track, but there are a large number of sidings for crossing trains and loading goods. The portion from Cossipore to Chandpal Ghât is laid along the east side of the foreshore road, and junctions are effected at Chitpore and Bagbazar with the Eastern Bengal State railway and the Municipal railway, respectively. It serves the godowns, warehouses, and mills along the foreshore road, and also the jetties, and is used for goods traffic only. There is a bridge over the Circular canal, the platform (carrying the rails) of which is constructed to lift and lower, to enable boats to pass when necessary. From Chandpal Ghât to Kidderpore Docks, a line with sidings was at first laid in 1886, being included in the general sanction for the Docks, and was used solely for the carriage of material for the construction of the Docks, There is a bridge over the Tolly's Nullah similar to the one erected over the Circular canal. A portion of the main line in this section, measuring 1'49 miles, was doubled in 1898 by laying 1,800 feet new line and linking up the old sidings along the line at Fort Point from Baboo Ghât viaduct to Hastings Lift bridge. The Shalimar branch is laid on the west side of the Howrah foreshore road, and junction is effected with the East Indian railway on the north face of the overbidge across the ditch on the north of Telkul Ghât Road. It serves the workshops of Messrs. Burn and Company, the chowl golahs at Ramkristopore, the timber yard, flour and jute mills on the Howrah foreshore, as well as the several coal depôts at Shalimar, and is used for goods traffic only. The portion of the line from Jagut Banerjee's Ghât level crossing to Bhurpara Khal, o'88 mile, was taken up in 1900, after the old coal depôt was sold to the Bengal-Nagpur railway.

#### 2. Details of construction-

- (a) Permanent-way.—The Cossipore-Chandpal Ghât section is laid partly with iron and partly with steel rails, weighing 60 lb. to the yard, on Maclellan's patent sleepers and sâl sleepers. The Chandpal Ghât-Kidderpore Docks section is laid partly with new rails on Maclellan's embossed and partly with East Indian railway second-hand material on transverse wooden sleepers. The Shalimar branch is laid with 75 lb. double-headed steel rails on cast-iron ordinary chairs spiked on sâl-sleepers.
- (b) Ballast.—On the Cossipore-Chandpal Ghât section, packing and boxing is generally done with coal cinders and in some places with 1st class ballast. The Chandpal Ghât-Kidderpore Docks section is packed with ballast. On the Shalimar branch, packing is done with 1st class Jhama ballast.
- (c) Fencing.—The Cossipore-Chandpal Ghât section is fenced with wire and iron standards, except from Collah Ghât to Chandpal Ghât. The Chandpal Ghât-Kidderpore Docks section is fenced on the east side only with wooden posts and rails.

  The Shalimar branch is fenced with wire and iron standards with wooden gate posts.

  The openings across the line are secured with balance poles or iron gates.
- (d) Curves.—There are 5 small curves aggregating 678 feet, the radii of which vary from 500 feet to 740 feet and the lengths from 74 feet to 200 feet.
- (e) Gradients.—Of a total mileage of 7.65 miles, 2.21 miles are on a gradient of 1 in 300, or steeper.

	History of railways constructed and in progress								
Class No.	: Name and sections of railways.	Date of sanction.	Date of opening.	Mileage.	Total.				
30(a)	(2' o gauge.)								
	Siliguri to Kurseong		23-8-80	31.75					
	Kurseong to Sonáda		1-2-81	9.20					
	Sonáda to Gliúm	1879	5-4-81	5.87					
	Ghúm to Darjeeling		4-7-81	3'63					
t	Darjeeling to the Darjeeling bazar	) į	<b>16-6-86</b>	0.32					
	Total, Darjeeling-Himalayan .		<b></b>	• • •	21,00				
					Ì				
	•								
I(b)	DELHI-UMBALLA-KALKA-		` ]						
` '	(See East Indian system.)								
	•			,					
		ļ							
-	1				•				

on the 31st December 1901, alphabetically arranged.

#### REMARKS.

# 1. Darjeeling-Himalayan railway-

- (a) The Darjeeling-Himalayan railway is worked under the following contract:-
  - Contract of—8th April 1879 (between the Secretary of State and Franklin Prestage, Esq.), for construction, maintenance and working.
- (b) The general conditions of the contract are as follows:—
  - (i) Government aid.—Government undertake to pay the Company such sum as will make up its gross receipts to two lakes of rupees annually. Government land and the use of the existing eart road are also granted free of cost.
  - (ii) Currency of contract.—If at any period the railway should not be worked for six consecutive months, the Company is to surrender the road and land acquired from Government, receiving any sums due to them for permanent improvements to the road or works connected with it. After the railway has been opened for 25 years (reckoning from the 4th May 1884) and thereafter at intervals of 10 years, Government have the power, by giving 12 months' previous notice, to terminate the contract and take over the line on payment to the Company of its value as a dividend earning investment with an additional bonus of 20 per cent. over and above such value.
  - (iii) Power of Company to surrender contract.—Nil.
  - (iv) Terms of working.—After the first five years, and subject to subsequent modifications of clause 16, half the net profits of any year in excess of 5 per cent. on the paid up capital to be applied in repayment to Government of the amount expended on the maintenance of the eart road during the same year or in making good a deficiency in gross receipts. Government are under obligation to uphold and maintain this road at their own expense, subject to their right to be repaid the charges incurred in any year out of one moiety of the surplus profits earned in that year.
  - (v) Rates and fares.—Certain maxima have been fixed within which the company is permitted to vary its rates.
  - (vi) General remarks.—The line is laid for a great part of its length along the cart road. The road has almost continuous curves and windings as it passes across the mountains.

#### 2. Details of construction-

- (a) Permanent-way.—The line which was originally laid with iron rails, 30lb. to the yard, on the plains, has been relaid with iron rails 40lb. to the yard. Steel rails, 41\frac{1}{4}lb. to the yard, are laid on the hill portion. Of the Terai, 2.70 miles have been renewed with 41\frac{1}{4}lb. steel rails. Sal, oak and chestnut sleepers are in use, sal only being used under the 41\frac{1}{4}lb. rails.
- (b) Ballast.—The line is now ballasted up to the 9th mile, a portion of this length near Siliguri being laid with sand. Elsewhere the ballast is of gravel.
- (c) Curves.—Of eurves with radii varying from 60 feet (the sharpest) to 1,000 feet, there is a total length of 35'55 miles distributed over the line.
- (d) Gradients.—Of a total open mileage of 51.00 miles, 40.69 miles are on a gradient of 1 in 50 or steeper.

	History	History of railways constructed and in prog				
Class:	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.	
15 (a)	DEOGHUR— (3' 32 gauge.)		,	Miles.	Miles.	
	it and the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the secon	October 1881	23-12-82	4'79		
	Total, Deoghur .	•••	•••		4.49	
			•			
					,	
			,			
				,		
20 (d)	DHRANGADRA— (See Bhavnagar-Gondal-Junagad-Porbandar system.)					

on the 31st December 1501, alphabetically arranged.

#### REMARKS.

# I. Deoghur railway-

- (a) The Deoghur railway is worked under the following contract:—
  - Contract of—12th July 1883 (between the Secretary of State and the Deoghur Railway Company) for construction, maintenance and working.
- (b) The general conditions of the contract are as follows:—
  - (i) Government aid.—Land alone was provided free of charge.
  - (ii) Terms of contract.—Messrs. Burn & Co, constructed the railway with capital raised locally and without any guarantee.
  - (iii) Currency of contract.—Government may determine the contract, after giving six months' notice, if the Company fail to perform their obligations, and take over the railway at a valuation based on the earnings for the two years immediately previous to such resumption. Government may also determine the contract after the railway has been opened for traffic for 30 years, and thereafter at terms of 10 years, by giving 12 months' notice, and take over the railway at a valuation calculated at the average market rate of the shares during the previous three years, together with an additional bonus not exceeding 20 per cent. of such value.
  - (iv) Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary its rates.

## 2. Details of construction.-

- (a) Permanent-way.—The permanent-way is laid with 36 lb. steel rails on wooden sleepers.
- (b) Ballast.—The line is ballasted throughout.
- (c) Fencing.—The line is unfenced.
- (d) Curves.—The sharpest curve has a radius of 2,640 feet and extends over a length of 3,000 feet.
- (e) Gradients.—Of a total open mileage of 4'79 miles, 3'50 miles are on a gradient of 1 in 80, or steeper.

Class:	Name and sections of railway.		Date of sanction.		Date of opening.	Mileage.	Total.
;	DIBRU-SADIYA SYSTEM— (3' 3\frac{3}{2}" gauge.)			_		Miles.	Miles.
13 (a)	Dibru-Sadiya—						
	Main line-						
ļ	Lower steamer ghat on the left bank of the Brahmaputra river, near Dibrugarh, eastward as far as the Dinjan stream	}	1881	{	8·82 16-7-83 2-5-84	15'00 23'50 23'00	
:	Branch— Total Main line .		***		•••	•••	61.20
	Talap branch—  Makum Junction to Dum-Duma	}	1881	{	2-5-84 5-2-85	р.00 10,00	
	Total Branch .		•••		•••		16.00
	Total, Dibru-Sadiya .		•••		•••		77:50
. ·	Ledo and Tikak-Margherita— (3' 3\frac{3}{2}" gauge.)  Main line— Dihing bridge to Ledo Namdang branch— Margherita to Namdang Total, Ledo and Tikak-Margherita  Grand Total, Dibru Sadiya system		•••		17-2-84 1-1-01 	 7'50 3'50 	88.20

on the 31st December 1901, alphabetically arranged.

#### REMARKS.

I. Lines comprising system.—The Dibru-Sadiya railway syste	em is mad	de up o	f	Open line
(a) Dibru-Sadiya railway (3' 3\frac{3}{8}" gauge)		•		Miles. 77*50 11*00
2. Dihru-Sadiya railway				88.20

Dibru-Sadiya railway—

(a) The Dibru-Sadiya railway is worked under the following contracts:-

Contracts of—26th May 1880 (between the Secretary of State and the Assam Railway Company) for maintenance and working.

25th July 1881.—Contract modifying that of 1880.

- (b) The general conditions of the contracts are as follows:--
  - (i) Government aid.—Government guarantee payment of a subsidy, twelve months after opening of main line throughout or after each succeeding twelve months until the end of twenty years after opening, equal, together with the net earnings of the main line, to 5 per cent. of the paid up eapital of the main line, not exceeding in any year Rs. 80,000. Similarly, Government guarantee a subsidy for the Makum branch, not exceeding Rs. 20,000 in any year. The free use of public roads is also provided for.
  - (ii) Currency of contract—If the Company fail to fulfil their obligations, within thirty days after notice, Government can take possession and execute all repairs and works for the efficient working of the railway. If the Company do not maintain or work the railway for any time over fourteen days in any year, Government can deduct from the subsidy Rs. 210 in the case of the main line and Rs. 262 in the case of both main line and Makum branch each day, and in default Government will be discharged from all liabilities or obligations under this contract and can call on the Company to remove all rails, etc., and give possession of the lands, roads, etc., the Company bearing all expense in restoring the same to their original condition. Government may also determine contract, on giving 12 months' notice (clause 19 of contract dated 26th May 1880), at the expiry of the first five years after date of opening, and at subsequent intervals of five years, by paying twenty per cent. in excess of the value of the Company's property.

* Note.—The Company having waived all their rights under clause 7 of centract dated 25th July 1881, to construct railways within the Lakhimpur District, Government have waived their right to purchase the railway before 1921, or at intervals of 10 years thereafter (Secre ary of State's letter No. P. W. 2731, dated the 23rd December 1901).

(iii) Power of Company to surrender contract .- Nil.

- (iv) Terms of working.—The Company to maintain the railway and the road on which the rails are laid and the rolling-stock and other equipments to the satisfaction of the Secretary of State and to carry on the work of common carriers.
- (v) Rates and fares.—To be approved by Government from time to time while subsidy is payable.

  If the net profits exceed 12 per cent. of paid up capital, Government may order such reduction of tariff and rates as may be considered necessary, such reduction not lessening the net profits below 12 per cent.
- 3. Ledo and Tikak-Margherita railway-
  - (a) The Ledo and Tikak-Margherita railway is worked under the following:-

Contract of -. 30th July 1881, between the Secretary of State and the Assam Railways and Trading Company, for coal and iron mining in the Makum coal fields and for the construction of a 1 ailway or tramway to effect a junction with the railways which may be constructed to the bank of the Diling river.

Terms -contained in Government of India, Public Works Department, No. 623 R. T., dated the 6th August 1896.

- (b) The general conditions are as follows:-
  - (i) Government aid .- Nil.
  - (ii) Currency of contract.—The coal concession is for a term of 20 years from 30th July 1881 within an area of 30 square miles and for a further term of 30 years within an area of at least 4 square miles.
  - (iii) Power of Company to surrender contract .-- Nil.
  - (iv) Terms of working.—The colliery to be charged with the cost of maintenance of the branch and sidings owned by it, all other charges for working the open line to be divided between the railway and colliery in proportion to their respective gross earnings, plus 5 per cent. on the gross earnings of the colliery for rolling-stock.
  - (v) Rates and fares .- Certain rates have been sanctioned by Government for the earriage of goods.
  - (vi) General remarks.—The working of the branch was taken over by the Dibru-Sadiya railway from the 1st January 1897.

Class:	Name and sections of railways.		Date of sanction.	Date of opening.	Mileage.	Total.
13 (a)	DIBRU-SADIYA SYSTEM—concld.				Miles.	Miles
			•			
		\$				
		į				
				,		
	-					

on the 31st December 1901, alphabetically arranged.

#### REMARKS.

## 4. Details of construction-

(a) Permanent-way-

Dibru-Sadiya railway.—The line throughout was originally laid with steel rails, 411 lb. to the yard, but these are now gradually being replaced by 50 lb. steel rails. The sleepers are chiefly uriam.

Ledo and Tikak-Margherita railway.—The line is laid with 50 lb. steel rails on uriam sleepers.

(b) Ballast--Dibru-Sadiya railway—The line is unballasted for one mile from Lower Ghât, and for 16 miles between Makum junction and Talap. On the rest of the line, broken stone ballast has been used.

Ledo and Tikak-Margherita railway.—The main line is three-fourths ballasted, but the Namdang branch is unballasted.

- (c) Fencing.—The system is unfenced, with the exception of a short length at Dibrugarh.
- (d) Curves.—There are no curves under a radius of 600 feet.
- (e) Gradients.—Of a total open mileage of 88.50 miles, 7.57 miles are on a gradient of 1 in 150, or steeper.

		of railways o			riogress
Class:	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total,
	EASTERN BENGAL SYSTEM—			Miles.	Miles.
2 (a)	EASTERN SECTION— (5' 6" gauge.)				
	Main line—	}	-		
	Calcutta to Ranaghat	16-4-59	29-9-62	45.5	
	Ranaghat to Jagati Junction Jagati Junction	1865-66	15-11-62	62.00 37.82	
	Total Main line	16-4-59	<b></b>	•••,	145.07
	Branches— Jagati Junction to river Ganges (Kooshtea branch)		16-2-64	3.77	
	Kooshtea loop line	•••	1-8-81	1.14	
	Canal Junction to Chitpore (Chitpore branch)	12-4-73	25-8-73	1.88	
	Portion in Chitpore yard for goods traffic .		13-4-88	0.15	
	Panchooria Junction to new Goalundo	. ]	22-10-58	3.24	
	Mile 145 to Panchooria Junction Panchooria Junction to Shivarampore	٠ د	20-10-98	3.16	
	Shivarampore to Faridpore.	Feby. '97	9-4-99	8·77 7·43	
	Belgachhi to the Ganges	Feby. '96	27-10-98	2.30	
	Bhydea Junction to Borat		7-6-97	3 17	
	Porádaha branch-				1 .
	Porádaha to Bhairámára	4-4-76			
*	Bhairámára to Golabnuggur (Dámukdia).	. 22-9-83	8-12-83	6.10	
	Total Branches	•		•••	52,00
	Total, Eastern section .			•••	197.97
	Southern section—   (5' 6" gauge.)		}		
	Main line—				}
	Calcutta to Chámpaháti	• (	2.1-62	, -	1
	Chámpaháti to Port Canning	• • • • • • • • • • • • • • • • • • • •	15-5-63		1
	Bansra diversion	Jany. 1900	15.8-85 5-3-00		
	Total Main line			<del>-</del>	
	Branches—	•   •••	•••	***	28.45
	Diamond Harbour branch-	ļ	ļ		
	Sonárpur to Baruipur	} 9-9-80 {	10-6-82	5'30	
	Baruipur to Magra Hát	. } 9-9-00 }	18-12-02	9.22	
	Magra Hát to Diamond Harbour Diamond Harbour towards Hara fort	• •••	25 4-83	12 69	
		•••	25-4-83	0'42	
	Budge Budge branch—	1	Į	27.96	
	Ballygunge to Budge Budge	Nov. '88	1-5-90	13.66	
	Total Branches	•••	•••		41.62
	Total, Southern section .		•••	•••	70.07
2 (b)	Northern section—				
	(3' 3\frac{2}{3'} gauge)  Main line—		1		
	Sára to Atrai .'	<b>b</b> c	10-1-98	38-75	
	Atrai to Jalpáiguri	12-2-74	19-1-78	134.52	
	Jalpáiguri to Siliguri	1) / (	10-6-78	23.00	
	Total Main line		,		196.00
	Branches-	"	""	""	190 00
	Rungpore branch—		1		
1	Párbatipur Junction to Shámpur	·	19-5-78	15.25	
- 1	Shampur to Rungpore	12-2-74	2-7-78	7.20	
1	Rungpore to Kaunia		1-6-79	11.25	
	,			34.00	
					060:-:
j	Carried over			24:00	268.04
	2000,000			34.00	196.00
					- 50 00

#### REMARKS.

I. Lines comprising system .- The Eastern Bengal railway system is made up of-

					Open line. Miles.	Under construction. Miles.	Total. Miles.
(a) I	Eastern Bengal railway, 5' 6" gauge section				268.04	7 66	275.70
(b) I	Eastern Bengal railway, 3' 38" gauge section		, •		544.21	38.83	583.34
(c) E	Eastern Bengal railway, 2' 6" gauge section				41.84	•••	41.84
(d) I	Brahmaputra-Sultanpur railway (3' 3\frac{3}{8}" gauge)			•	59.19	•••	59.19
(e) I	Mymensingh-Jamalpur-Jagannathganj railway (	(3′ 3¾″	ga	uge)	53'37	•••	53'37
( <i>f</i> ) (	Cooch Behar railway (3' 3%" gauge)	•	•	•	33.48	•••	33.48
					1,000.73	46.49	1,047*22

# 2. Eastern Bengal State railway-

- (a) The Eastern Bengal railway is owned and worked by the State.
  - (i) General remarks—The line from Calcutta to Port Canning was constructed under guarantee.

    The Company surrendered it to Government on the 1st April 1868.
    - The Eastern Bengal railway was acquired by the State on the 1st July 1884, and on the same date the Poradaha branch of the Northern Bengal State railway was permanently amalgamated with the Eastern Bengal State railway.
    - On the 1st April 1897, the Eastern Bengal and the Calcutta and South-Eastern railways were amalgamated with the Northern-Bengal, the Kaunia-Dharlla, the Dacca and the Assam Behar railways, and these lines are now worked as one combined system, the railway being re-transferred from Provincial to Imperial control with effect from the 1st April 1892.
    - The Kaunia-Dharlla branch was constructed by the Bengal Government out of Provincial revenues. At Jatrapur a connection is made with the Assam mail steamer service run by the India General and River Steam Navigation Company. The Dacca section is connected with the Eastern section by a ferry worked by the India General Steam Navigation Company between Goalundo and Náráyanganj ghat.
    - The Northern and Eastern sections are connected by a steam ferry worked by the railway between Sara ghat and Damukdia ghat.
    - The East Indian railway is connected with the Bengal system of railways by a ferry worked by the East Indian railway across the Ganges between Manihari and Sahebgunge. A branch line runs northwards from Katihar Junction through Purnea and Kasba to Anchra ghat on the Kosi, opposite Khanwa ghat on the Kosi extension of the Tirhoot railway, where it is connected with the Tirhoot railway by a ferry worked by the Eastern Bengal State railway across the Kosi river.

## 3. Brahmaputra-Sultanpur railway-

- (a) The Brahmaputra-Sultanpur railway is worked under the following contracts:--
  - Coniracts of—3rd December 1896 (between the Secretary of State and the Brahmaputra-Sultanpur Branch Railway Syndicate) for the formation of a Company for the construction of the line.
    - 8th January 1897 (between the Secretary of State and the Brahmaputra-Sultanpur Branch railway Syndicate) for the subscription of capital for the construction of the line.
    - 22nd February 1897 (between the Secretary of State and the Brahmaputra-Sultanpur Branch railway Company) for the construction and working of the line.

Restern Bengal System—contd.   Sanction.   Opening.   Miles.	_	•			History	
Brought forward	Γotal.	leage.	of	of	Name and sections of railway.	
NORTHERN SECTION—concid. 3' 3\frac{3}\circ gauge\$—contd.     Branches—concid.     Dinagepore branch—	Miles.	Miles.			EASTERN BENGAL SYSTEM—contd.	
Branches	268·04	34.00	•••	•••	Brought forward .	
Dinagepore branch—  Parbatipur to Chirir bandar	196.00			,	Northern section—concld. 3' 32" gauge—contd.	2 (6)
Total, Branches		8 75	1-7-83 16-5-84	} 28-11-81 {	Dinagepore branch— Párbatipur to Chirir bandar	
Total, Branches  Total, Northern section  Total, Northern section   Behar Section—  Main line—  Manihári to Katihár  Katihár to Ráyganj  Expansive Dinagepore  Junction with the Bengal and North-Western railway  at Katihar  Total Main line  Branches—  Kosi branch—  Katihár to Kasba  Kasba to Forbesganj  Forbesganj to Ancharághat  Bársoi-Kissenganj branch—  Bársoi to Kissenganj  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Bran	•	4'99	1-4-01	•••	Teesta bridge at Kaunia and approaches	
Behar Section	56.74				(3' 38'' = 4.42  miles; 2' 0'' = 0.57  mile). Total, Branches	
Main line—       Manihári to Katihár        1-4-87       15'50         Katihár to Ráyganj        1-7-89       37'49         Ráyganj to Dinagepore        15'2-88       32'08         Junction with the Bengal and North-Western railway at Katihar        8-3-01       0'69         Branches—             Katihár to Kasba        1-7-89       36'81         Kasba to Forbesganj        1-1-91       14'00         Forbesganj to Ancharághat        72'91         Bársoi-Kissenganj branch—       Jnne '91       15-12-92       35'11         Total Branches           TOTAL, BEHAR SECTION           Dacca to Jaydepur        4-1-85       10'25         1-8-85       1965	252.74		•••	•••	Total, Northern section .	ļ
Katihár to Ráyganj   Ráyganj to Dinagepore     1-7-89   37-49   32-68   32-68   Junction with the Bengal and North-Western railway at Katihar     8-3-01   0-69				1		
### Total Main line ### ### ### ### #### ###############		37'49	1-7-89 15-2-88	•••	Katihár to Ráyganj	
Katihár to Kasba		0.69	· - }	••• •••	at Katihar	
Katihár to Kasba Kasba to Forbesganj Forbesganj Forbesganj to Ancharághat  Bársoi-Kissenganj branch—  Bársoi to Kissenganj  Total Branches  Total, Behar section  Dacca section— (3' 3\s^2 gauge)  Náráyanganj ghat to Dacca Dacca to Jaydepur  11-7-89 36.81 14'00 72'91  Total Branches   Total Branches   4-1-85 10'25 1965	86.36					
Bársoi-Kissenganj branch—       Jnne '91       15-12-92       35'11         Total Branches             TOTAL, BEHAR SECTION             DACCA SECTION—       (3' 3\frac{3}{6}" gauge)       4-1-85       10'25         Náráyanganj ghat to Dacca        1-8-85       10'65		36.81	1-7-89	•••	Katihár to Kasba	
Bársoi to Kissenganj        Jnne '91       15-12-92       35'11         Total Branches             TOTAL, BEHAR SECTION             DACCA SECTION—               Náráyanganj ghat to Dacca         4-1-85       10.25         Dacca to Jaydepur        1-8-85       10.65	,	72.91	ľ	•••		
Total Branches						1
Total, Behar section	108.02	32,11	15-12-92	Jnne '91		
DACCA SECTION— (3' 3\frac{1}{2}" gauge)  Náráyanganj ghat to Dacca Dacca to Jaydepur  1-8-85 10.25 1-8-85 10.65	194.38	•••	•••	•••		
(3' 3\) gauge)  Náráyanganj ghat to Dacca Dacca to Jaydepur  1-8-85 10.25 1-8-85 10.65			•••	•••	·	
Dacca to Jaydepur					(3' 3\" gauge)	
Gáfargáon to Mymensingh		32.20 32.20	1-8-85 1-8-85	} 11-8-82	Dacca to Jaydepur	
Kaunia-Dharlla section— TOTAL, DACCA SECTION	85.92			•••	Kaunia-Dharlla section—	
(2' 6" gauge).  Teesta Junction to Mogalhát (3' 33" gauge)  Teesta Junction to Dharlla  Dharlla to Jatrapur  Sept. '99  1-4-01  18-7-81  16-73  1-7-84  4'75		16.73	18-7-81	Sept. '99	Teesta Junction to Mogalhát (3' 3\frac{3''}{8} gauge)  Teesta Junction to Dharlla.	P.u.
Total, Kaumia-Dharlla Section  Cooch Behar-Santrabari extension (British section)—	33.2	•••	`	•••	Cooch Behar-Santrabari extension (British section)—	
South Bank of Kaljani river to Alipur Duar  Alipur Duar to Raja Bhat Khawa  Raja Bhat Khawa to Jhainti  Total Cooch Behar-Santrabari extension (British)  Dec. '97  18-1-00  9.97  9.18		9.97	5-4-00	} Dec. '97	South Bank of Kaljani river to Alipur Duar  Alipur Duar to Raja Bhat Khawa  Raja Bhat Khawa to Jhainti	
SECTION)	19.79	•••		•••	SECTION)	
TOTAL OPEN MILEAGE EASTERN BENGAL PROPER	54.39			•••	Total open mileage Eastern Bengal proper .	
Carried over 8	54°39		•••		Carried over	

### REMARKS.

- 3. Brahmaputra-Sultanpur railway—concluded.
  - (b) The general conditions of the contracts are as follows:-
    - (i) Government aid .- Land alone was provided free of charge.
    - (ii) Currency of contract—Government may determine contract on 12 months' notice, either on the 31st December 1919, or at the end of a subsequent period of 10 years, or on the 31st December 1948, the Government paying, if contract is determined on the 31st December 1919, or at the expiration of any subsequent period of 10 years, a sum equal to 25 times the average yearly net earnings during the five years prior to determination, not exceeding by more than 20 per cent., or not being less than, the total capital expenditure; and if determined on the 31st December 1948 (50 years), paying the total amount of such capital expenditure. paying the total amount of such capital expenditure.
    - (iii) Power of Company to surrender contract.—Nil.
    - (iv) Terms of working.—After deduction of 45 per cent. of the gross earnings for working expenses in which is included Rs. 5,000 for each year for or towards the office expenses and the expenses of management of the company, and also all such legal expenses as are properly debitable to revenue, the balance is payable to the Company.
    - (v) Rates and fares.—To be arranged between Government and the working agency within the maximum and minimum rates in force on the Eastern Bengal State railway.
- 4. Mymensingh-Jamalpur-Jagannathganj railway-
  - . (a) The Mymensing-Jamalpur-Jagannathganj railway is worked under the following contracts: -

Contracts of—6th January 1897 (between the Secretary of State and the India General Steam Navigation Company) for the construction and working of the Mymensingh-Jamalpur-Jagannathganj railway.

(between the India General Steam Navigation Company, the India General Navigation and Railway Company and the Secretary of State) for the transfer of the domicile of the Mymensingh-Jamalpur-Jagannathganj railway office from 3rd October 1899 Calcutta to London.

(b) The general condition of the contracts are as follows:

(i) Government aid.—Government will in respect of each year allow to the Mymensing-Jamalpur-Jagannathganj Railway Company, by way of rebate on the share attributable to the Eastern Bengal railway of the receipt from traffic interchanged between the two railways, such a sum not exceeding in any year the net earnings from traffic, except railway stores interchanged between the Fastern Bengal State railway system and the railway, as will, together with the net earnings of the Company for the year, make up an amount equal to interest for the year at a rate of 3½ per cent. per annum on the actual capital expenditure. Land also was provided free of charge.

(ii) Currency of contract.—Government may determine contract on 12 months' notice either on the 31st December 1919, or at the end of a subsequent period of 10 years or on the 31st December 1948, the Government paying, if contract is determined on the 31st December 1919, or at the expiration of any subsequent period of 10 years, a sum equal to 25 times the average yearly net earnings, not including rebate payments, during the three years prior to determination, not exceeding by more than 20 per cent. or not being less than, the total capital expenditure; and if determined on the 31st December 1948

(50 years), the total amount of such capital expenditure.

(iii) Power of Company to surrender contract.—Nil.

(iv) Terms of working.—After deduction of 45 per cent. of the gross earnings for working expenses, in which is included all such legal expenses of the Company as are properly debitable to revenue, the balance is payable to the Company.

(v) Rates and fares.—To be arranged between Government and the working agency within the maximum and minimum rates in force on the Eastern Bengal State railway.

5. Cooch Behar railway-

(a) The Cooch Behar railway is worked under the following contract.

Contract-Approved in Government of India letter No. 106 R. T., dated 29th January 1897, and having effect from the 1st January 1896, between the Secretary of State and the Cooch Behar Durbar for working,

(b) The general conditions of the contract are as follows:-

(i) Government aid.—The line is the property of the Cooch Behar State.

(ii) Currency of contract—The Eastern Bengal State railway to maintain and work the Cooch Behar State railway for a period of five years from 1st January 1896.

 (iii) Power of coinpany to surrender coniract—Nil.
 (iv) Terms of working—The Eastern Bengal State railway, for maintenance and working, to receive 45 per cent. of the gross earnings, the balance, 55 per cent., being made over to the Cooch Behar State. All earnings beyond Mogal Hat to be credited to the Cooch Behar State railway.

Note .- A revised agreement is under consideration.

(v) Rates and fares-The Eastern Bengal State railway administration have full control over rates and fares.

	History	y of railways	constructe	a ana in	progres
ass: No.	·Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total,
	EASTERN BENGAL SYSTEM—concluded.  Brought forward	•••	104	Miles.	Miles. 854·39
	Lines under construction or sanctioned for construction—  EASTERN SECTION—  (5' 6" gauge.)  Pachooria Junction to river Ganges	Dec. '95		‡6·00	
	Extensions to Chitpore Terminus  Northern Section—  (3' 3\frac{3}{2}'' gauge)	Mar. '01	* Aug. 1902		
٠ -	Teesta-Dhubri	Sept. '99	*Aug. 1902	†38.83	
	Total lines under construction			•••	46.40
-	TOTAL EASTERN BENGAL PROPER  DOUBLE LINE EASTERN AND SOUTHERN SECTIONS—		•••	•••	900.88
	Calcutta to Naiháti	July '84 {	1-8-86	23.53 0.50	
İ	Naiháti to Kánchrapára	May '91 Oct. '91	20-4-92	4 ^{.6} 9 17 56	
	Ránághat to Aranghata	7	7-8-97	5.20 6.42	
	Aranghata to Bogoola	Dec. '95	3-11-97	6 65 0'75	
	Shibnibash to Ramnagar		7-8-97	9 50 27·58	
	Canal Junction to Chitpore	1 , 100 (	13-4-88	3.20 3.20	
	Scaldah to Ballygunge	July '86 { Novr. '89	19-9-90	0°36	
	Total double line, Eastern and Southern sections .			¶ 112.51	
(c)	Brahmaputra-Sultanpur-				
	(3' 3\frac{3''}{8} gauge).  Santahar to Bogra	1	1-4-99	24'50	
	Bogra to Dewantola	Cot. '96	5-4-00	22'02 4'60	
	Bonarpara to Fulchhari	را	1-9.00	8.07	
(d)	Total, Brahamputra-Sultanpur.  Mymensingh-Jamalpur-Jagannathganj—  (3' 33" gauge).		•••	***	29.1
	Management to Cinciliani	Novr. '96 {	15-10-98 15-10-99	33.07	
? (e)	Total, Mymensingh-Jamalpur-Jagannathganj . Cooch Behar— (2' 6" gauge).	***	•••		53
	Main line— Gitaldaha to Manshahi Junction	28-9-91	15-9-93	19.00	
	Manshahi Junction to the town of Cooch Behar. Tora bridge	30-8-95	15-12-98 16-5-00	3.55	
	Total Main line			•••	22'3
	Branch— Cooch Behar-Santrabari extension (Native State section)—				
	Cooch Behar to temporary Alipur Duar (Kholta). Temporary Alipur Duar (Kholta) to the south bank of the Kaljani river.	20-12-97	15-4-99	10.96 0.49	
	Total Branch	•••		•••	11,7
	Total, Cooch Behar	•••			33'7
	GRAND TOTAL, EASTERN BENGAL SYSTEM	•••			1,047
	EAST COAST—				
ì			1		

^{*} Probable dates of opening.
† Excluding the section of the Kaunia-Dharlla line from Teesta to Mogal Hát, 2' 6" gauge (12:23 miles), which was converted to the gauge and opened on the 1st April 1901.

### REMARKS.

6. General remarks.—The following sections of the Eastern Bengal State railway are worked over by foreign lines:—Kidderpore Docks to Naihati, 34'50 miles, by the East Indian railway; Dum Dum Junction to Canal Junction, 1.61 miles; Canal Junction to Calcutta, 2'96 miles; Canal Junction to Chitpore, 2'00 miles; and Calcutta to Kidderpore Docks, 3'71 miles, by the Bengal Central railway.

### 7. Details of construction.-

### (a) Permanent-way.-

- On the Eastern section (5' 6") gauge, the rails are double-headed steel, 73 lb. and 75 lb. to the yard on cast iron plate and sal sleepers. The Faridpur branch is laid with 2nd hand iron rails, 72lb. and 68lb. to the yard, on timber sleepers.
- On the Damukdia branch the old iron rails are being replaced by 73 lb. steel rails removed from the main line. The sleepers are mostly cast iron bowls. The Diamond Harbour and Budge Budge branches are laid with steel rails, 64 lb. and 73 lb. to the yard, on cast iron sleepers, and the Canning branch with iron rails on cast iron and wooden sleepers.
- On the 3' 3\frac{3}{2}" gauge portion the rails are flat-footed steel, 41\frac{1}{2} lb. and 50 lb. to the yard, laid chiefly on sal, creosoted pine, and asna sleepers.
- On the 2'6" gauge section, the rails are flat-footed. The Jatrapur branch is laid with steel rails, 52 lb. and iron rails 30 lb. per yard on sal sleepers; and the British section of the Santrabari extension is laid partly with iron rails, 40 lb per yard, and partly with steel rails, 41½ lb. per yard, on sal sleepers The Cooch Behar State railway is laid for 19 miles with steel rails, 25lb. to the yard; for 11'83 miles with steel rails, 41½ lb. to the yard, on pyinkado sleepers, and 12'95 miles with 40lb. iron rails on sal sleepers.

### (b) Ballast .--

- The 5'6" gauge section is ballasted throughout with the exception of the Faridpur branch. The 3'3\\$" section is, with some few exceptions, ballasted throughout. The 2'6" gauge section is laid without ballast.
- (c) Bridges.—The following are the important bridges of 1,000 feet length and over:—Mahanady (between Barsoi and Lalmoni) 10 spans of 150 feet; Gorai (between Kaligunga and Kumarkali), 7 spans of 185 feet and 9½ spans of 46 feet; Teesta (between Kaunia and Teesta, 13 spans of 150 feet and Dharlla (between Mogalhat and Gitaldaha junction) 10 spans of 150 feet.

### (d) Fencing .--

- Eastern Bengal State railway.—The Eastern section is fenced throughout; and the total length of fencing provided on the Southern section, including the Budge Budge extension, is 52'07 miles. The Canning branch is unfenced. The whole of the Northern section is fence'd; except the Kaunia-Dharlla section. The Cooch Behar-Santrabari extension (British section) is unfenced; and the Dacca section is unfenced except at stations and for 13½ miles from Narayanganj. The Behar section is fenced throughout, with the exception of the Barsoi-Kissenganj branch. The Brahmaputra-Sultanpur, Mymensingh-Jamalpur-Jagannathganj and the Cooch Behar State railways are unfenced, except at stations and through the towns of Bogra and Mymensingh.
- (e) Curves.—Curves under a radius of 1,000 ft. occur on the Kaunia-Dharlla section only. Their radii vary from 425 to 955 ft., and the aggregate length is 6,705 ft., of which 6,580 ft., or 1.25 miles, are on the line to Kurıgram and 1.25 ft. at mile 3 on the line to Jatrapur. On the British section of the Santrabari extension, there is a curve of 637 feet radius. On the ghat line below Gitaldaha, which is shifted from time to time, curves of 400 feet radius have sometimes to be introduced.
- (f) Gradients.—Of a total open mileage of 1,000.73 miles on the system, 39 28 miles are on a gradient of 1 in 300, or steeper.

Class:	\ .							Date	Date	}	\
No.	Name and sections	of ra	ilwa	y. 		<del></del>		of sanction.	of opening.	Mileage.	Total.
1 (a)	EAST INDIAN SYSTEM— (5' 6" gauge	e.)								Miles.	Miles.
	Main line-										
	Howrah to Hooghly							2 . (	15-8-54	23.53	
	Hooghly to Pundooah Pundooah to Khána junction Khána junction to Raneegunge Raneegunge to Siársol Siársol to Sítarámpur	•	•	•	•	•	•	Jany. }	1-9-54 3-2-55 3-2-55 21-7-63	36.94 45.41 1.40	ī
1	Sítarámpur to Luckeeserai junction	n	•	•	•	•	•	Feby. '66	1-1-65 1-1-71 17-11-62	124.64	
	Luckeeserai to Dinapore Dinapore to Moghal Sarai Moghal Sarai to Mirzapur		•	•	•	•	•	  }	22-12-62 1-1-64 4-4-64	39.28 39.28	
,	Mirzapur to south bank, Jumna Jumna bridge to Allahabad Allahabad to Cawnpore		:	•	•	•	•		15-8-65 3-3-59	119.47	
	Cawnpore to Etawah  Etawah to Shikohabad  Shikohabad to Tundla junction  Tundla junction to Alignah			•	•	•	•	}	1-7-61 13-11-61 1-4-62 1-3-63	34'39 22'92	
	Shikohabad to Tundla junction Tundla junction to Aligarh Aligarh to Chola (Bulandshahr Roa Chola to Delhi (south bank, Jumna) Delhi terminus	id)	•	•	•	•	•		1-4-64 1-8-64 1-1-67	48.56 35.54 41.27 1.78	
	Loop line-					,	.		(	955.08	
	Khána junction to river Adjai River Adjai to Sainthia	:	:			•	•	1	3-10-58 3-9-59		
	Sainthia to Tinpahár Tinpahár to Bhágalpur Bhágalpur to Jamálpur Jamálpur to Luckeeserai	•	•	•	•	•	•	1	15-10-60 1-11-61 10-2-62	32.62 69.13	
	Jamalpur to Luckeeserai .	•	•	•	٠	•	•	Jι	17-11-62	28.41	
	Total Main and Loop lines					***	•••	250 39	1,205'4		
	Branches on main line— Bhadreswar branch— Bhadreswar junction to the	-ive <del>r</del>	bani	l-				, . •••	б-12-82		7 - 5 7
	Hooghly bridge branch— Hooghly junction to Naiháti				•	•	•	14-1-84	r5-3·87	2.60 4.53	
	Ondál loop— Ondál to Babasole Babasole to Mangalpur						•	) [	1-5-64 1-1-63	2°03 2°74	
	Mangalpur to Toposi Toposi to Ikrah junction Ikrah junction to Gourangdi	•	•	•	•	•	•	July /	2-2-63 15-4-94 1-6-95	2.65 2.42	
	Gourangdi to Alipur	•	•	•	·	•	•	29-3-91	30-3-95	7.24	
Ì	Ikrah branch— Ikrah junction to the Ondál	loop	•	•			•	July '82	15-4-94	31°54 8'92	
	<i>Fherriah branch</i> — Sítarámpur to Barákar .								6.		
	Barákar to Kátrásgarh.	•	•	•	•	•		9-3-92 •••	1-1-65 *20-5-94	5.43 33.80	
1	Salanpur branch-									39.23	
	Salanpur to Shamdi .	•	•	•	•	•		9-3-92 {	7-9-94 1-1-97	4 <b>.3</b> 6 1.54	
						,				5'53	
	•			Carr	ied o	ver		<del></del>		92.04	1,205'47

#### REMARKS.

I.	Lines comprising	system.—The	East	Indian	railway	system	is 1	made	up d	of—
							(	)nen	11.	300

				Open line. Miles.	Under con- struction, Miles.	Total. Miles.
(a) East Indian railway (5' 6" gauge) .	•	•	•	1,838.04		2,003.18
(b) Delhi-Umballa-Kalka railway (5' 6" gau	ge)	•		162.54	•••	162 24
(c) South Behar railway (5' 6" gauge) .		•		78 <b>·7</b> 6	*17	78.76
(d) Tarkessur railway (5' 6" gauge) .		•		22.23	•••	22.23
(e) Rewah State railway (2' 6" gauge)	•		٠		31.81	31.81
(f) Kalka-Simla railway (2' 6" gauge)				•••	60.00	6n.00
	То	tal		2,101.27	256.95	2,358.22

### 2. East Indian railway-

(a) The East Indian railway is worked under the following contracts:—

Contracts of-22nd December 1879 - East Indian Railway Company's principal contract.

roth November 1893.—Contract for the incorporation of the following State branches in the undertaking:—Ghazipur (Dildárnagar to Tarighat); Bhadreswar (Bhadreswar junction to the right bank of the Hugli); Mokameh (Mokameh junction to the Ganges); Digha Ghât (Bankipur junction to the right bank of the Ganges at Digha Ghât); Jherriah (Barakar to the Jherriah coal-fields); Toposi colliery (Toposi ot Kharabad, Nundi to Panuria and Salanpur to Shamdi; Gya (Bankipur to Gya); and Azimgang (Nalhati to Azimganj.)

26th February 1896 .- As to debenture capital.

22nd November 1897.—Contract for the construction and working of the Moghal Sarai-Gya railway.

14th November 1899.—Contract modifying that of 1879.

- (b) The general conditions of the contracts are as follows:-
  - (i) Government aid.—Government guarantee interest at 4 per cent. in sterling on £6,550,000 (being capital sum representing deferred portion, i.e., one-fifth of the annuity payable under the terms of purchase). All capital is provided either by Government or by the Company by the issue of debentures or debenture stock, in such manner or on such terms as to interest or otherwise as the Secretary of State determines.

(ii) Terms of contract.—The lines were purchased from the East Indian Guaranteed railway Company by the State in 1879, and all the contracts then subsisting between the Secre-

* Company's stock at date of purchase ... 26,200,000 6,550,000 32,750,000

tary of State and that Company (except those relating to debentures or debenture stock) were determined. The purchase price was £32,750,000,* and it was provided by the Purchase Act that this should be paid in the form of a terminable annuity of the amount of

£1,473,750, payable from the 1st January 1880 to the 14th February 1953. One-fifth of the annuity was deferred, and the holders of this portion (representing a capital sum of £6,550,000), constitute the present East Indian railway Company, which, since the purchase, has worked the railway for the Government under the contract of 1879 as modified by the contract of 1899. The deferred annuity holders receive, in lieu of the annuity, interest at 4 per cent. per annum on £6,550,000 and a share of the surplus profits of the railway. On the determination of the contract, the portion of the annuity that has been deferred will become payable for the period remaining up to the 14th February 1953.

(iii) Currency of contract.—The contract of 1879 terminates on the 31st December 1929, but either party may determine the contract at the end of the 20th or at the end of any succeeding 5th year (computed from the 1st of January 1880) on giving two clear years' notice in writing to the other party of this intention.

Note.—Government relinquished their right to determine the contract at the end of the 20th year, and by mutual agreement the principal contract will not be determined before the 31st December 1919.

(iv) Power of Company to surrender contract.—See 2 b (iii) above.

		History of	fri	nilways con	istructea	and in	progress
Class : No.	Name and sections of railway.	-	_	Date of sauction.	Date of opening.	Mileage.	Total.
	EAST INDIAN SYSTEM—continued.					Miles.	Miles.
I (a)	EAST INDIAN SYSTEM—Continues.						•
	Branches on main line-concluded.						
	Brought	forward		•••		92.04	1,205.47
	Chanch branch—			<b>6 0 -</b>		2.88	
	From mile 1441 to Chanch	• •		<b>9-3-92</b> 11-2-96	1-2-93 5-8 <b>-</b> 96	1.00	
			- {			· 3.88	
	Pandra branch— From mile 1483 on Jherriah branch to Pan	dra .		<b>4-</b> 8-00	26 <b>-</b> 1 <b>1-</b> 00	3.23	
	Damoodur branch—					8.00	
	Dheria Joba to the Damoodur river .	• •	•	15-1-94 {	30-6-95 15-7-96	1.44	
	Kurhurbaree branch—					9.77	
	Madhopur junction to Giridih	• •	•	•••	1-1-71	26.70	
	Mokameh junction to Mokameh Ghât .  Patna-Gya branch—		$\cdot  $	•••	1-5-83	3.40	
	Bankipore junction to Bankipore Bankipore to Jehanabad Jehanabad to Gya	• •		} 13-2-78	2-6-79 21 <b>-</b> 4-79 2-6-79	0°25 28°95 29°22	
	jonanasas to System in the second	,				58.42	
	Dighaghat branch—		1	•	0 .		
	Bankipore junction to Dighaghat Tarighat branch—	• •		30-7-84	2-4-85	5.23	
	Dildárnagar junction to Tárighât	• •	٠	11-7-78	5-10-80	12.00	
	Moghal Sarai to Gya	• •	·	•••	1-3-00	125.48	
	Naini junction to Jubbulpore	• •	٠	Feby. '63	1-8-67	223.28	
	Allahabad fort branch			•••	<b>3-3-5</b> 9	2.34	
	Cawnpore city branch			•••	15-2-79	0.88	
	Agra branch— Tundla junction to Agra			•••	1-4-62	13'35	
	Hathras city branch				1-11-98	5'58	
ļ	Branches on loop line— Azimganj branch—	•	İ	•••	3 22 90	-330	
	Nalhati to Azimganj			•••	15-7-92	27.23	
	Tinpahár junction to Rajmehal			•••	15-10-60	7.00	
	Sakrighat branch— Sakrigali junction to the river Ganges.			•••	1-1-94	1,00	
	Maharajpur branch	• •	•		30-11-98		
	Sultangunge branch	. • .	•	<b>22-3</b> -93	6-5-95	1.16	
	Jamalpore to Monghyr		٠	 2 <b>5-</b> 4-00	10-4-62 17-7-01	5.68 o.22	
				-		6:23	
	Total	Branches		•••	••••		632.27
	Total open mileage, East Indian	PROPER					1,838.04
		LAUFER		•••	•••		1,030.04

### REMARKS.

# 2. East Indian railway-concluded.

- (a) General conditions-concluded.
  - (v) Terms of working.—Surplus profits (after payment of interest on debentures, annuity, interest on deferred portion of annuity, interest due to Government on capital advances, etc., and contribution to Provident Fund) up to a sum of 25 lakhs of rupees to be divided in proportion of four-fifths to Government and one-fifth to Company. Any excess over 25 lakhs of rupees to be divided in proportion of four-fifteenths to Government and one-fifteenth to Company.
  - (vi) Rates and fares.—Certain maximum and minimum rates and fares have been fixed within which the Company is permitted to vary its rates.

### 3. Delhi-Umballa-Kalka railway-

(a) Delhi-Umballa-Kalka railway is worked under the following contracts:—

Contracts of—24th January 1889 (between the Secretary of State and the East Indian Railway Company) for working.

- 12th February 1889 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) for construction.
- 19th March 1890 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) for raising of additional capital by the issue of debentures.
- 19th December 1895 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) conceding to the Company from the 1st January 1893 the 2 per cent. of gross earnings hitherto retained by Government.
- 9th June 1897 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) guaranteeing interest at the rate of 3½ per cent. on its share capital.
- (b) The general conditions of the contracts are as follows:—
  - (i) Government aid.—By the contract of 9th June 1897, Government supplement the net earnings of the Company for the year 1896 and each succeeding year by such an annual subsidy as will enable the Company, after payment of debenture interest, to pay a dividend of 3½ per cent. per annum on their share capital. Land was also provided free of cost.
  - (ii) Currency of contract.—The contract determines by the effluxion of time on the 31st December 1916, unless some arrangement is effected for continuing the working. Should such arrangements be made, Government may determine the contract on the 31st December 1926 or on the 31st December of any subsequent tenth year. On determination, Government are to receive possession of the railway, and to pay the Company a sum equal to 25 times the average yearly profits of the Company during the preceding five years. Subsidy payments by Government are to be excluded from the profits of the Company in calculating the price to be paid on purchase by Government.
  - (iii) Power of Company to surrender contract .- Nil.
  - (iv) Terms of working.—Government undertake (through the agency in the first instance of the East Indian Railway Company) to supply the necessary rolling-stock and to work and maintain the line until the 31st December 1916, taking 48 per cent. of the gross receipts of the railway for the working agency, and paying over 52 per cent. to the Company. Surplus profits in excess of 3½ per cent. per annum are divided equally between Government and the Company until Government have been repaid advances of subsidy, with interest. Thereafter, all surplus profits belong to the Company.
  - (v) Rates and fares.—To be agreed upon from time to time between the Secretary of State and the working agency; but in the case of that portion of the line between Delhi and Umballa to be not more than the maximum, nor less than the minimum, rates and fares in force on the East Indian railway, and in the case of that portion between Umballa and Kalka to be not more than three times such maximum nor less than such minimum.

History of railways constructed and in a

	History History	y of railways	constructe	d and in	progress
Class No.		Date of sanction.	Date of opening.	Mileage.	Total.
<b>1</b>				Miles.	Miles.
1 (a)	EAST INDIAN SYSTEM—continued.			ļ	
	Brought forward .		•••		1,838.04
	Lines under construction or sanctioned for construction-				
	Sitarámpur junction to Domohani	13-7-99 16-5-97 13-1-98 9-12-01	* 30-3-02† §	6.99 78.32 65.82 14.01	
	Total lines under construction .				165'14
	GRAND TOTAL, EAST INDIAN PROPER .		•••		2,003*18
	Double line—Main line and branches.—				
	Howrah to Serampore Serampore to Chandernagore Chandernagore to Hooghly Hooghly to Magra Magra to Pundooah Pundooah to Burdwan Burdwan to Khána Khána to Durgapur Durgapur to Raneegunge Raneegunge te Sítarámpur Sítarámpur to Luckeeserai Luckeeserai to Burhee Burhee to Barh Barh to Futwah Futwah to Dinapore Dinapore to Bihta Bihta to Arrah Arrah to Buxar Buxar to Dildárnagar Dildárnagar to Zamánia Zamánia to Sakaldiha Sakaldiha to Moghal Sarai Hooghly bridge branch Sitarampur to Barakar		10-3-57 1-2-58 1-5-58 1-10-58 25-2-59 1-10-59 1-10-70 2-9-70 19-12-70 22-2-68 11-1-68 20-3-67 13-8-68 20-3-67 13-8-68 15-4-82 20-5-82 20-9-82 10-8-82 10-3-87 6-3 01	28·72 8·22 31·35 14·36 16·85 124·64 9·82	
I (b)	DELHI-UMBALLA-KALKA— (5' 6" gauge.)				
	Delhi to Kalka		1-3-91	162*24	
·	Total, Delhi-Umballa-Kalka ,		•••	•••	162-24
I (c)	South Behar (Luckeeserai-Gya)— (5' 6" gauge.)				
	Luckeeserai to Gya	•••	5 <b>-7</b> -99	78·76	,
	Total, South Behar .			•••	78'76
	Carried over .	•••		•••	2,244*18

Opened on the 15th April 1502.
† Probable date of opening.
§ Commencement of work not yet authorized.
¶ Excluding 8:60 miles, between Ghaziabad and Shahdara opened on the 20th February 1902.

#### REMARKS.

# 4. South Behar railway-

(a) The South Behar railway is worked under the following contracts:

Contracts of—7th August 1895 (between the Secretary of State and the South Behar Railway Company) for construction.

22nd August 1895 (between the Secretary of State and the East Indian Railway Company) for working.

- (b) The general conditions of the contracts are as follows:—
  - (i) Government aid.—Government, in respect of each half-year, allow to the South Behar Railway Company, by way of rebate on the share attributable to the East Indian railway of the receipts from traffic interchanged between the two railways, a sum not exceeding 30 per cent. of such share as will, together with the net earnings of the South Behar Company, make up an amount equal to interest for the half-year at the rate of 4 per cent. per annum on the actual capital expenditure on the South Behar railway. For the purpose of calculating this rebate, the capital expenditure is to be regarded as not exceeding Rs. 120 lakhs, and the amount towards making up which the rebate is to be allowed is to be limited to Rs. 2,40,000 in any half-year. Land also was given free of cost.
  - (ii) Currency of contract.—Government have power to determine the contract on the 31st June 1919, or at the end of any subsequent period of ten years from that date, by giving twelve months' notice. In case of such determination, the Government will pay to the Company in England an amount equal to the total paid up capital in sterling, so far as such capital has been expended on the undertaking with the authorisation of the Secretary of State.
  - (iii) Power of Company to surrender contract.—Nil.
  - (iv) Terms of working.—For the first two years after the opening of any section, the cost of maintenance is to be a charge against capital, Government retaining only 35 per cent. of the gross earnings for providing rolling stock and working the line, the remaining 65 per cent. going to the Company. Thereafter, Government retain 45 per cent. of the gross earnings to meet the cost of maintaining, stocking and working the line, the Company taking the remaining 55 per cent.
  - (v) Rates and fares.—To be agreed upon from time to time between the Government and the working agency within the miximum and minimum rates and fares in force on the East Indian railway.

# 5. Tarkessur railway-

- (a) The Tarkessur railway is worked under the following contracts:-
  - Contracts of—8th Scptember 1883 (between the Secretary of State and the Tarkessur Railway Company) for construction.
    - 15th September 1887 (between the Secretary of State and the East Indian Railway Company) for working.
    - 1st March 1888 (between the Secretary of State and the Tarkessur Railway Company) for working.
- (b) The general conditions of the contract are as follows:-
  - (i) Government aid.—Land was provided free of cost.

History of railways constructed and in progress

	Histor	י עי	of railways	constructed	d and in	progress
Class: No.	Name and sections of railway.		Date of sanction.	Date	Mileage.	Total.
* (-)	EAST INDIAN SYSTEM—continued.				Miles.	Miles.
I (a)	Brought forward		•••	•••	•••	2,244'18
I (d)	Tarkessur— (5' 6" gauge).					
	Seoraphuli to Tarkessur		20-2-83	1-1-85	22.53	
	Total, Tarkessur	$\cdot  $	•••			22.53
<b>I</b> (f)	REWAH— (2' 6" gauge).					
	Rewah to Sutna		18-5-97	*	31.81	
	Total, Rewah	$\cdot$	***	•••	•••	31.81
I (e)	Kalka-Simla— (2' 6" gauge)					
	Kalka to Simla	$\cdot$	29-6-98.	Oct. 1903†	<u> </u> 60.80	
ĺ	Total, Kalka-Simla		•••	•••		go.00
	GRAND TOTAL, EAST INDIAN SYSTEM	$\cdot$	•••	•••		2,358.22
	•					
1						

• Commencement of work not yet authorized.

† Probable date of opening.

### REMARKS.

- 5. Tarkessur railway—concluded.
  - (b) General conditions—concld.
  - (ii) Currency of contract.—The contract of 1883 terminates on the 7th September 1982, but the Secretary of State, by giving twelve months' previous notice, has the power to determine the contract after the railway has been opened for thirty years, and thereafter at intervals of ten years. In the event of such determination, Government are to pay the Company a sum equal to the aggregate net profits during the twenty years preceding.
  - (iii) Power of Company to surrender contract.-Nil.
  - (iv) Terms of working.—The East Indian Railway Company supply the necessary rolling-stock and work the line in consideration of the following half-yearly payments:—
    - Working expenses calculated at the same percentage of the gross earnings as obtains on the East Indian railway system as a whole, five per cent. of the gross earnings as hire of rolling-stock, a contribution to the East Indian railway Provident Fund in accordance with the rules of the fund, and one-fifth of the balance of the gross earnings above charges.

The remaining four-fifths of the balance are paid to the Tarkessur Railway Company.

- (v) Rates and fares.—Certain maxima have been fixed, and the Company are authorized to charge within those maxima such rates and fares as may from time to time be mutually agreed upon.
- 6. Rewah.—The actual construction of the line has not yet been sanctioned by the Rewah Durbar.
- 7. Kalka-Simla railway.-
  - (a) The Kalka-Simla railway is under construction and will be worked under the following contracts:—

Contracts of—29th June 1898.—(Between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) for construction and working.

15th November 1901—Contract supplemental to that of 1898.

- (b) The present conditions of the contracts are as follows:--
  - (i) Government aid.-Land was provided free of charge.
  - (ii) Terms of contract.—The line is being constructed without a guarantee at the cost of the Delhi-Umballa-Kalka Railway Company, for which purpose the Company is authorised to raise further share capital, in addition to the capital already issued for the existing undertaking, to such an amount as may be mutually agreed upon. The amount agreed upon so far is £600,000.
  - (iii) Currency of contract.—Government may determine the contract, on giving twelve months' notice, either on the expiration of twenty-five years or on the 31st December 1928 or on the expiration of any subsequent period of ten years. Government may also determine, on giving notice, if the Company fail to comply with the obligations of the contract. In the former case, Government will pay a sum equal to twenty-five times the amount of the average yearly not earnings during the five years immediately preceding the time of termination, but not exceeding by more than 50 per cent., or not being less than the total capital in sterling expended. In the latter case, Government will pay the fair value of the railway and works.
- (iv) Power of Company to surrender contract.—Nil.
- (v) Terms of working.—From the gross earnings, will be deducted all charges properly debitable to revenue as working expenses and the balance paid to the Company.
- (vi) Rates and fares.—Certain maxima and minima have been fixed, and, subject to certain special conditions regarding charge for tunnels and rack system portions, the Company can vary such rates within the maxima and minima.
- 8. General remarks.—The East Indian railway works over the following lengths of foreign lines:—Agra East Bank to Agra Fort (1 mile) of the Rajputana-Malwa railway; and Kidderpore Docks to Nailati (34.50 miles) of the Eastern Bengal State railways. The following portions of the East Indian railway are worked over by other lines:—at Katni (0.55 mile) by the Bengal-Nág pur railway; Agra to Tundla (12.75 miles), at Cawnpore (1.92 miles), at Manikpur (0.63 mile), and at Katni (0.42 mile) by the Indian Midland railway; and Ghaziabad to Delhi (13 miles) by the North Western and Oudh and Rohilkhand State railways. A length of this railway from Delhi to the junction with the Southern Punjab railway, 1.33 miles, is worked over by the North Western State railway.

lass No.	Name and sections and railway.	Date of sanction.	Date of opening.	Mileage.	Total,
(a)	EAST INDIAN SYSTEM—concluded.				
(k)	GAEKWAR'S DABHOI— (See Bombay, Baroda and Central India system.)				
<i>h</i> )	GAEKWAR'S MEHSANA— (See Bombay, Baroda and Central India system.)				
_	GODHRA-RUTLAM-NAGDA—			<u> </u>	

### REMARKS.

### g. Details of construction .-

(a) Permanent-way.-

East Indian railway.—The main line is laid with wooden and east iron plate sleepers. The rails, varying in weight from 74 lb. to 82lb. to the yard, are being replaced by 85lb. steel rails. On the Ondál loop, the rails are laid on transverse timber sleepers and cast iron bowl and plate sleepers. On the Jherriah branch, the rails are iron, eut, 18'6' long, and are laid on timber sleepers. On the Giridih branch, the rails are laid on transverse timber sleepers and east iron bowl and plate sleepers. On the Patna-Gya b anch, the first 29 miles are laid with 64lb. rails. On the Moghal Sarai-Gya extension, double headed 75lb. rails are laid with east iron chairs and timber sleepers. On the Jubbulpore branch, the first 54 miles are laid with 82lb. rails and the rest with 74lb. rails on creosoted sleepers of fir and sâl. The Azimganj branch is laid with 82lb. rails on Denham Olphert's plate sleepers.

Delhi-Umballa-Kalka railway.—The permanent-way consists of double-headed steel rails, 75lb. to the yard, laid on Denham Olphert's sleepers.

South Behar railway — The permanent-way is of the East Indian railway standard design with double-headed rails, 75lb. to the yard, laid half with east iron chairs and timber sleepers and half with Denham Olphert's sleepers.

Tarkessur railway.—The permanent-way consists of 74lb. rails and fastenings of wrought iron purchased from the East Indian railway, the sleepers used being transverse plate of east iron of the Denham Olphert's latest pattern.

Kalka-Simla railway.—The permanent-way will be 41lo, steel flat bottomed rails on wooden sleepers.

- (b) Ballast.—The line is ballasted throughout with stone.
- (c) Tunnels.—

East Indian railway.—The only important tunnel is the "Monghyr," 900 feet in length, at mile 295% on the loop line, between Bariarpur and Jamalpur.

Kalka-Simla railway.—The following are the important tunnels on this line:—Gamma 510 feet, mile 5.62; Koti, 2,225 feet in length, at mile 10; Kammarhatti I, 552 feet, mile 25; Barogh, 3,752 feet, mile 26½; Solon IV, 1,000 feet, mile 30½; Brewery I, 810 feet, mile 31.75; Muttia II, 760 feet, mile 34.62; Ranoo I, 530 feet, mile 42; Kandaghat I, 1,225 feet, mile 35½; Taradevi I, 1,665 feet mile 53; and Simla, 1,140 feet, at mile 50½. There are 67 other tunnels, varying from 15 feet to 420 feet in length, aggregating 10,605 feet.

(d) Bridges.—The following are the important bridges of 1,000 feet length and over:—Sone (between Bihta and Koilwar), 28 spans of 150 feet; Jumna (Allahabad) 14 spans of 200 feet, 1 span of 30 feet, and 1 span of 29 feet; Jumna (Delhi), 12 spans of 211½ feet and 2 spans of 34½ feet; Jubilee (between Hooghly and Nathati), 2 spans of 523¾ feet and 1 span of 106½ feet; Tonse (between Meja Road and Karehana), 7 spans of 150 feet and 2 spans of 32 feet; Kuel (Luekeeserai), 9 spans of 150 feet; Barákar, 5 spans of 150 feet; 6 spans of 100 feet and 1 span of 200 feet; Sone (Dehri), 93 spans of 100 feet; Phulgu (between Maupur and Gya), 18 spans of 100 feet and 1 span of 30 feet; Sona (between Luekeeserai and Gya), 3 spans of 60 feet and 30 spans of 30 feet; and Sukri (between Worsleyganj and Narwadah), 16 spans of 60 feet.

(e) Fencing.—The line is double fenced throughout, excepting the Azimgarh branch and Barákar-Kátrásgarh section of the Jherriah branch, which are unfenced, and also the Moghal Sarai-Gya Luckeesari section which is fenced near villages, round station yards and for a short distance near each level crossing only.

(f) Curves.—There are at present no curves of less than 1,000 feet radius.

(g) Gradients.—Of a total open mileage of 2,101'27 miles on the system, 334'45 miles are on a gradient of 1 in 300, or steeper.

		Hist	tory	of railways	constructed	and in	progres
ass : No.	Name and sections of railway.			Date of sanction.	Date of opening.	Mileage.	Total.
3 (a)	GREAT INDIAN PENINSULA SYSTEM—			`		Miles.	Milles.
(,	(5' 6" gauge	e.)		•		,	
	0 - 0 - 2	,					
	NORTH-EAST LINE-						
	Main line-	•		,			
	Victoria terminus to Bori Bandar			} 31-10-50 {	1-1-82	0,10	
	Bori Bandar to Thána	•		28-3-51 }	18-4-53 1-5-54	20.54	
	Persick to Kalyán	•	•	22-5-52 <b>)</b> 20-5-53	1-10-55	16.14	
i	Kalyán to Vásind	•	•	70-3-33	6-2-60	3.75	
1	Asángaon to Kásárá	•			1-1-61	21.84	
j	Kására to Igatpuri (Thull Ghât)		•	0,06	1-1 65 28-1-61	9.89 31.43	
Į	Igatpuri to Násik	•	•	25-3-67	1-10 61	87.24	
- 1	Chálisgaon to Jalgaon	•			6-10-62	57.48	
	Jalgaon to Bhusaval			Į) Į	20-5-63	15.01	
	Bhusaval to Burhanpur	•	•	[]	20-11-65 3-9-66	33.91 42.49	
[	Burhánpur to Khandwa	•	•		17-2-68	21'15	
1	Bir to Itársi		•	1858	1-1-70	89.27	
1	Itársi to Sohágpur				1-2-70	30.69	
-	Solagpur to Jubbulpore	•	٠	J (	8-3-70	121'14	
	Total Main	line .	•	•••	•••	•••	612.1
İ	Branches-						
1	Chalisgaon-Dhulia branch— Chalisgaon to Dhulia			15-7-97	15-10-00	34.95	8
-	Jalgaon-Amalner branch—	•	•	*3191	15/10/00		
	Jalgaon to Dharangaon		•	} Jany. '98 {	20 <del>-</del> 2-00	18.87	
1	Dharangaon to Amalner	•	•	S Juny. 90 (	4-4-00	16.00	
- {						34 87	
1	Nagpur branch-						
- 1	Bhusaval Junction to Malkapur	• •	•	[]	20-5-63	30.02	
	Malkápur to Shegaon	•	•		24-10-64 18-12-65	32.23 72.67	
l	Shegaon to Badnera Badnera to Pulgaon Pulgaon to Sindi Sindi to Nágpur	• •	•	27-9-58	16-7-66	40.29	ļ
- [	Pulgaon to Sindi			j	5-11-66	38.27	}
[	Sindi to Nágpur	•	٠	l) (	20-2-67	29.44	ļ
1						243.25	
	777 17 A 1 7 . 1						
- 1	Wardha Coal branch— Wardha to mile 18:44			5-2-72	1-2-79	18.44	
	Mile 18:44 to mile 40:88		:	7 - 1 - 1	*24-12-75	22'44	
- 1	Mile 40.88 to Warora		•	} 1-4-74 {	*24-12-75 *26-4-76	4.00	
- [						44.88	
					,		
ļ	Mohpáni branch— Gádarváda to Mohpáni			10.0-77	10-0-70	12.47	
1	Mohpáni to Gotitoria	•	•	13-2-71 25-2-96	13-9-72 2-11-96	1.07	
	Mohpáni to new coal fields	•		12-3-96	3-6-00	0,14	•
						· 13·68	
	Total Branc	•••	•••	•••	377.6		
	Total, North-East l	INE .		•••	•••		986.7
			13				
	Carried over						986.74
- (	Carried over	•	.	4	•••	1	J 1

^{*} For coal traffic only; subsequently opened for public traffic as follows: mile 18:44 to mile 21 on † For coal traffic only; opened for public traffic on 1st January 1881.

### REMARKS.

I. Lines comprising system.—The Great Indian Peninsula railway system is made up of-

2. Great Indian Peninsula railway-

(a) The Great Indian Peninsula railway is worked under the following contract:-

Contract of—21st December 1900—Contract for working the Great Indian Peninsula railway and Indian Midland railway systems as one undertaking.

(b) The general conditions of the contract are as follows:-

(i) Government aid—Government to pay interest at 3 per cent. per annum on the amount for the time being paid up, or credited as paid up, on the shares or stock in the new capital of the Great Indian Peninsula Railway Cempany which is at present authorised at £ 2,575,000. All capital will be provided by the Secretary of State bearing interest at the rate of 3½ per cent. per annum or at such other rate as may be agreed upon; or will be raised by the Company by the issue of debentures or debenture stock at such rate of interest as the Secretary of State may determine. Land was also provided free.

(ii) Terms of contract.—The line was purchased from the Great Indian Peninsula Guaranteed Railway Company by the State in 1900, and all the contracts then subsisting between

 the Secretary of State and that Company were determined. The purchase price was £ 40,781,568, * payable up to the 17th August 1948, in the form of a terminable annuity of £ 1,268,516.

(iii) Currency of contract.—The contract is current for a period of 25 years from the 1st July 1900, when it will be determinable by the Secretary of State, paying the amounts paid or eredited on all shares and stock and indemnifying the company for all debts and liabilities incurred under sanction.

(iv) Power of Company to surrender contract—Nil.

- (v) Terms of working.—If the receipts for any year ending on the 30th day of June (after payment half-yearly to the Secretary of State of the sum of Rs. 1,00,00,000 and, repayment to the Secretary of State of all interest payable on all the moneys raised after the 30th June 1900 otherwise than by the issue of share or capital stock) exceed the payments for the same period, ½%ths of the surplus are paid to the Secretary of State and ½%th to the Company. Provided that if the Company increase its new capital and issue further shares or stock as fully paid up in exchange for stock of the Company, the Company's share in such surplus shall be increased by an additional fractional share bearing the same proportion to the original fractional share of ½%th as the additional capital of the Company bears to the new authorised capital of £2,575,000, but the total fractional share of the Company is not to exceed a one-tenth share.
- (vi) Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.
- 3. Khamgaon and Amraoti rallways-
  - (a) The Khamgaon and Amraoti railways are worked under the following contract: -

Contract of -Cth May 1890 (between the Secretary of State and the Great Indian Peninsula Railway Company) for working and maintenance.

(b) The general conditions of the contract are as follows:-

- (i) Government aid.—These branches were constructed from the surplus revenues of the Berars.
- (ii) Currency of contract.—Agreement to remain in force during the currency of the principal contract.
- (iii) Terms of working.—After deducting, as working expenses, a sum equal to the same percentage of gross receipts of the railway as obtains on the whole of the undertaking including branches, plus 5 per cent. for rolling-stock, the balance to be paid over to Government.
- (iv) Rates and fares.—Same rates and fares as are in force on the Great Indian Peninsula railway. In addition, certain extra tolls are leviable on the Amráoti railway.

Class:	Name and sections of railway.	Date of	Date of	Mileage.	Total.
No.	Name and sections of fairway.	sanction.	opening.		
8 (a)	GREAT INDIAN PENINSULA SYSTEM—contd.			Miles.	Miles.
	Brought forward		•••		986.74
	South-east line—		<u> </u>		
	Main line— Kalyán to Palasdhari (Kalyán to Neral	13-5-54	12-5-56	30.01	
	(Karjat) (Neral to Palasdhari Palasdhari to Khandála (Bhore ghật)	7-7-55	14-5-63	13.20 2.35	
	Khandála to Lonávla (Bhore ghát)	[ ]	14-6-58	39.66	
	Poona to Diksál	)	15-12-58	64°25 50°60	
	Bársi Junction to Mohol	5-10-55	21-1-60	28.32	ļ
	Diksál to Bársi Junction  Bársi Junction to Mohol  Mohol to Sholápur  Sholápur to Gulbarga  Gulbarga to the Kistna  Kistna to Ráichur	3-8-65	6-6-60 1-2-70	70.51	
	Gulbarga to the Kistna	} Dec. '65 {	1-12-70	73.76	
		13 -3 (	1-5-71	12.31	
	Total Main line	•••		•••	408.86
	Branches-				
	Dhond-Manmád branch—				
	Dhond to Ahmednagar	} 25-8-77 {	15-3-78	50.41 95.03	
	Khopoli branch—			145'44	·
	Palasdhari to Khopoli	30-1-55	12-5-56	7.24	
	Total Branches			•••	152.68
	Total, South-East line				561.24
	GRAND TOTAL, GREAT INDIAN PENINSULA PROPER				1,548.28
	Double line-North-East line-				
	Victoria terminus to Bori Bandar		1-1-82	0.10	}
	Bori Bandar to Thána Thána to Kalván	•	18-4-53		
	Kalyán to Vásind		22-10-66	1 ~	
	Vásind to Atgaon	•	20-2-67		
	Atgaon to Kāsára	•	25-4-67		
	Igatpuri to Násik		1-1-65	,	
	Násik to Chálisgaon		10-1-50	1 2	
	Chálisgaon to Kajgaon	•	10-1-69		
	Kajgaon to Páchora	•   •••	17-3-69		
	Máheji to Bhádli	•   •••	27-5-69 6-3-73		
	Bhádli to Bhusával		6-6-73		}
	Bhusával to Bhusával Junction		1-7-92	1	
	Bhusaval Junction to Khandwa (Abna Junction)	•	11-1-80		
	Bágra tunnel to Towa viaduct	•   •••	1-2-70	0.4	
	Total Double line, North-East line .	• . •••	•…	353.13	,
	Double line—South-East line— Kalyán to Palasdhari	.   ,	25-7-70	30.21	
	Palasdhari to Khandála		14-5-63	13.50	
	Khandála to Lonávla Bhore ghất	·  ··· {	14-6-58	2.61	
	Total Double line, South-East line.			46.42	
	Carried over		•••	399.55	1,548.28

### REMARKS.

# 4. Indian Midland railway-

(a) The Indian Midland railway is worked under the following contracts:-

Contract of-2nd October 1885-Indian Midland Railway Company's principal contract.

18th March 1890.—Contract for the acquisition of the Sindia railway.

13th June 1896.—Contract for the Saugor-Katni railway.

21st December 1900.—Contract for the transfer of the working of the Indian Midland railway to the Great Indian Peninsula Railway Company.

- (b) The general conditions of the contracts are as follows:
  - (i) Government aid.—Interest at 4 per cent. per annum in sterling is guaranteed on £ 3 000,000 share capital. On further capital that may be required, the guarantee to be 4 per cent. or such other rate as may be agreed upon. A considerable amount of capital has been advanced by Government for the existing system, and, in the case of the Saugor-Katni extension, it has been agreed that all money required for expenditure in India shall be supplied by the Government, the Company only raising the amount required for expenditure in England. Land was also provided free.
  - (ii) Currency of contract—Indian Midland contract.—The contract of 1885 may be determined by Government, by giving 12 months' previous notice, on the 31st December 1910, or on the 31st December of any succeeding tenth year. Government may also terminate the contract at any time, on six months' notice, if the Company fail to fulfil their obligations or if the line be worked at a loss for not less than three half-years continuously. On the termination of the contract, the Company is to hand over to Government the railway and all its belongings of every description and Government is to repay the amount at par of the share capital which has been paid by the Company. The contract of 1900 is current for a period of 25 years from the 1st July 1900. But the Indian Midland Railway Company's right to a 4 per cent. guarantee on share capital and one-fourth share of surplus profits (as stated below) remains in full force till the termination of either the contract of 1885 or that of 1900.

Sindia and Saugor-Katni railways' contracts.—The contracts of 1890 and 1896 run concurrently with that of 1885, to which they are supplemental.

- (iii) Power of Company to surrender contract .- Nil.
- (iv) Terms of working.—The surplus profits for any calendar year, after providing for payment to the Government of interest on advances of capital made by it to the Company and for repayment of the interest paid by it to the Company for that year, to be divided in proportion of three-fourths to Government and one-fourth to the Company.

Note.—The question of revised adjustment of working charges of the Native State lines, hitherto worked by the Indian Midland Railway Company, is under settlement with the Native States concerned.

- (v) Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.
- (vi) General remarks.—The Indian Midland and Great Indian Peninsula railways were amalgamated and worked as one undertaking on behalf of the State from the 1st July 1900.
- 5. Bina-Goona-Baran and Bhopal-Ujjain railways-
  - (a) The Bina-Goona-Baran and Bhopal-Ujjain railways are worked under the following agreements:-

Agreement of—15th July 1896
4th August 1896 (Between the Government of Her Highness the Begum of
4th August 1896 Bhopal and the Indian Midland Railway Company) for
12th May 1899 working.

20th February 1899 (between the Government of His Highness the Maharao of Kotah and the Indian Midland Railway Company) for working.

27th February 1899 (between the Government of His Highness the Nawab of Tonk and the Indian Midland Railway Company) for working.

- (b) The general conditions of the agreements are as follows:
  - (i) Government aid.—The line from Goona to Bárán is owned jointly by the Durbars of the Gwalior, Tonk and Kotah States; and that from Bhopal to Ujjain by the Bhopal and Gwalior States.
  - (ii) Currency of agreement.—The Agreements may be terminated on the expiry of ten years from the dates of the opening of the railways, or on the 30th June or 31st December in any year thereafter, on twelve months' notice in writing being given by either party.

# APPEN

Name and sections of railway.    Solution   Name and sections of railway.   Name and sections of railway.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.   Date of sanction.	Class: No.	•
Brought forward  DOUBLE LINE—NAGPUR BRANCH— Bhusárd Janction to Nággaon  Total Double line, Nágpur branch  GRAND TOTAL, NDULLE LINE  \$ (5) KHÁMGAON,  GRAND TOTAL, DOUBLE LINE  \$ (6) KHÁMGAON,  GRAND TOTAL, KHÁMGAON  F-6-69  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3-70  F-6-9  A3	Name and sections of railway	History of railways constructed and
Binastic of walter Balante to Dischange Balante to Dischange Balante to Dischange Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Balante Bala	GREAT INDIAN PENINSULA SYSTEM	Opening Mil
Total Double line, Négpar branch   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site   Site	Blue Branch Branch	Mil
S (b)   KHAMGAON   GRAND TOTAL, DOUBLE LINE   CRAND TOTAL, DOUBLE LINE   CRAND TOTAL, DOUBLE LINE   CRAND TOTAL, DOUBLE LINE   CRAND TOTAL, DOUBLE LINE   CRAND TOTAL, DOUBLE LINE   CRAND COTAL, KHAMGAON   CRAND COTAL, KHAMGAON   CRAND COTAL, KHAMGAON   CRAND COTAL, KHAMGAON   CRAND COTAL, KHAMGAON   CRAND COTAL, KHAMGAON   CRAND COTAL, CRAND COTAL, KHAMGAON   CRAND COTAL, CRAND COTAL, KHAMGAON   CRAND COTAL, CRAND COTAL, KHAMGAON   CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COTAL, CRAND COT	Nadgaon to Shegaon	1 1 1
Second Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Security   Se	8 (b) KHÁMCA.	·   II-1-89   I7.72
\$ (c) ARRAOTI—	(5' 6" gauge),	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution	8 (c) AMR 500	461.92
Indian Midland Section	(5' 6" gauge).	
Bippal to Jhánsi   Indian for Gwalier   Gwalier to Hatampur   Indian for Gwalier to Hatampur to Dholpur   Indian for Gwalier to Hatampur to Dholpur to Agra Cantonment   Indian for Gwalier to Hatampur to Dholpur to Agra Cantonment   Indian for Gwalier to Agra Cantonment   Indian for Gwalier to Mau Ranipur to Bánda to Manikhur branch   Indian for Mau Ranipur to Bánda to Mánikhur   Indian for Gwalier to Hatampar   Indian for Gwalier to Hatampar   Indian for Gwalier to Hatampar   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian for Gwalier   Indian fo	8 (d) INDIAN MIDLAND SECTION TO	7.89
Hatampur to Dholpur   11-6.86   1-1-89   13-3.89   60-39.5   13-3.89   60-39.5   13-3.89   60-39.5   13-3.89   60-39.5   13-3.89   60-39.5   13-3.89   60-39.5   13-3.89   60-39.5   13-3.89   60-39.5   13-3.89   60-39.5   13-3.89   60-39.5   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-3.89   13-	Bhopal to Jhánsi	5.72
Manikpur branch  Main kime  Manikpur branch  Jhánsi to Mau Ranipur  Man Ranipur to Bánda  Bánda to Mánikpur  Carunore branch  Jiss-88  Jiss-88  Jiss-88  Jiss-88  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jiss-89  Jis	Hotel Datame	* 5'72
Mau Ranipur to Bánda Bánda to Mánikpur  Cawnpore branci— Jlúnsi to Chaunrah Chaunrah to Cawnpore Bina to point of junction with Bina-Goona-Baran railway Bhopal to point of junction with Bhopal-Ujjain railway Bina-Sángor-Katni branch— Sáugor to Damoh Damoh to Katni From centre of Katni-Murwara station to junction with From centre of Katni-Murwara station to junction with Singal-Nagpur railway Bine to junction with East Indian railway at Katni- Concecting link with East Indian railway at Katni- Bine to junction with East Indian railway at Katni- Total Branches  Total Branches  Total, Indian Midland Proper	Manches 24-	8-77 \$ 20.13.89 60.49
Campore branch—  Jiminsi to Chaunrah Chaunrah to Cawnpore  Bina to point of junction with Bina-Goona-Baran railway Bhopal to point of junction with Bhopal-Ujjain railway Bina to Saugor Saugor Katni branch— Saugor to Damoh Damoh to Katni From centre of Katni-Murwara station to junction with Murwar a from points in Indian Midland railway at Katni- Murwar a from points in Indian Midland railway main  Total Branches  Total, Indian Midland Proper   Saugor to Damoh  Total Branches  Total, Indian Midland Proper  Total, Indian Midland Proper  Saugor to Damoh  Total Branches  Total, Indian Midland Proper  Saugor to Damoh  Total Branches  Total, Indian Midland Proper	Wan D - Man	33.69
Chaunrah to Cawnpore  Bina to point of junction with Bina-Goona-Baran railway  Bina-Sáugor-Katni branch  Bina to Sáugor  Sáugor Katni branch  Damoh to Katni  From centre of Katni-Murwara station to junction with Fire of Cawnpore  In a saliway  Consecting link with East Indian railway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliway  In a saliw	Cawnpore branch	315.52
Bina to point of junction with Bina-Goona-Baran railway  Bhopal to point of junction with Bina-Goona-Baran railway  Bina-Sáugor-Katni branch—  Sáugor Katni branch—  Sáugor to Damoh	Chaunrah to Cawnpore	$ \begin{array}{c c}  & 3^{22\cdot89} & 6^{1\cdot45} \\  & 6^{1\cdot45} \end{array} $
Saugor to Damoh Damoh to Katni From centre of Katni-Murwara station to junction with Murwar a from points in Indian Midland railway at Katni- line to junction with East Indian railway main  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches  Total Branches		1-2-88 95.00
Damoh to Katni From centre of Katni Grad-Nagpur railway  Murwara from points in Indian Midland railway at Katni- line to junction with East Indian railway  Total Branches  Total Branches  Total, Indian Midland Proper	Sángar Saugor	135.22
Total Branches  Total, Indian Midland PROPER  Total Branches  Total Branches	Pamoh to Katni From centre of its	-1-11-0r   2 06
Total Branches  Total Notal Branches  Total Proper  Total Proper	Murwara from points in Indian railway and railway Jan. 86	26-3-98   40'24 ·
Total Branches  Total Branches   Total Branches	anay	I=I=00
Carried over  Sanctioned in sections as follows: Bhopal to Bhilsa, and March 1886; Bhilsa to Basoda, 24th		
796.25  796.25  2,358.14	Carried over	.   -
1886; Bhilsa to Basoda, 241	Bhilsa, and March.	796.25
-41a June 1886;	1886; Bhils	a to Basoda, 24th June 1886;

on the 31st December 1901, alphabetically arranged.

### REMARKS.

- 5. Bina-Goona-Baran and Bhopal-Ujjain railways-concld.
  - (b) General conditions—concluded.
    - (iii) Terms of working.—Bina-Goona and Bhopal-Ujjain.—The Company retain 50 per cent. of the gross receipts of the railway of each half-year; and receive rent for works, &c., in sole and joint use at Bina and Ujjain Junction respectively; and rent for the telegraph lines and instruments when not the property of the railway.
      - Goona-Baran.—The Company retain out of the gross receipts a sum bearing the same percentage to the entire gross receipts of the railway for each half-year as the aggregate working expenses of the whole system of the Company (including the railway) bear to the gross receipts of that system for the same half-year, not exceeding 50 per cent, of the entire gross receipts of the railway for that half-year.
    - (v) Rates and fares.—The same rates and fares as are in force from time to time on the Great Indian Peninsula railway.

# 6. Bhopal-Itarsi railway-

(a) The Bhopal-Itarsi railway is worked under the following contract:

Contract of—20th April 1894 (between the Secretary of State and the Indian Midland Railway Company) for maintenance and working.

30th June 1897 (between the Government of India and Her Highness the Begum of Bhopal) for construction.

- (b) The general conditions of the contracts are as follows:-
  - (i) Government aid.—The British Government has paid for the portion, 13'11 miles, in their own territory, and a moiety of the cost of the bridge over the Nerbudda or in all, about 13 lakhs; the Begum of Bhopal has contributed 50 lakhs for the portion of the line in her dominions.
  - (ii) Currency of contract.—The provisions in the contract between the Secretary of State and the Railway Company itself with reference to the termination of that contract extend and are applicable to the Bhopal-Itarsi railway.
  - (iii) Power of Company to surrender contract.—Nil.
  - (iv) Terms of working.—The Company receive a sum bearing the same percentage to the gross receipts of the Bhopal Itarsi railway as the aggregate working expenses of the whole open system of the Company (including the Bhopal-Itarsi railway) bear to the aggregate gross receipts of that system plus 5 per cent. per annum of the gross receipts of the Bhopal-Itarsi railway for use of rolling-stock. The balance of the gross receipts are divided in perpetuity between the British Government and the Ruler of Bhopal in proportion to the capital contributed by each party. In the event of the railway being worked at a loss, such loss to be borne in the same proportion.
  - (v) Rates and fares.—The same rates and fares as are in force on the Great Indian Peninsula railway.

### 7. Gwalior Light railway-

(a) The Gwalior Light railway is worked under the following agreement:-

Agreement of—11th October 1900 (between the Government of His Highness the Maharaja Sindia of Gwalior and the Indian Midland Railway Company) for working.

- (b) The general conditions of the agreement are as follows:-
  - (i) Government aid.—The Gwalior Light railway is the property of the Gwalior Durbar.
  - (ii) Currency of contract.—Either party may determine the agreement by giving three months, notice.
  - (iii) Terms of working.—The gross receipts are to be collected and treated as receipts of the Indian Midland Railway Company and from them will be deducted:—
    - 5 per cent. per annum for construction and maintenance of accommodation required for the exclusive use of the Light railway; 7½ per cent. for ballast, permanent-way, etc., including maintenance and renewal plus 15 per cent. to cover supervision and general charges other than those rendered in the accounts.
  - (v) Rates and fares.-Rates and fares as are in force on the Great Indian Peninsula railway.

				<del>,</del>	
Class : No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
8 (a)	GREAT INDIAN PENINSULA SYSTEM—contd.			Miles.	· Miles.
- (,	Brought forward .	•••	•••	•••	2,358•14
8 (e)	Bína-Goona-Baran. (5' 6" gauge).				
	From the joint boundary of the Indian Midland and Bina- Goona Baran railways, a point 2.00 miles from the centre of Bina station to Goona.	2 <b>-</b> 3-92	23-9-95	71.71	
	From centre of Goona station (mile 216—3,402 feet) to centre of Bárán station (mile 290—697 feet).	28-1-97	15 <b>-</b> 5-99	73.88	
	Total, Bina-Goona-Baran .	••	·	•••	145'59
8 ( <i>f</i> )	BHOPAL-UJJAIN. (5' 6" gauge).		r		
	Bhopal to Ujjain	10-11-92	11-11-95	113'27	
	Total, Bhopal-Ujjain .	•••	•••	•••	113.27
8 (g)	BHOPAL-ITARSI. (5' 6" gauge).				
	Main line-				
	Itársi to Hoshangabad	} 31-7-80 }	1-6-82	10.89	
	Hoshangabad to Bhopal	, (	18-11-84	46*22	
	Total, Main line .	•••	•••	•••	57.11
	Branch		r		
~~	Centre of Bhopal station to the joint boundary of the Bhopal-Itársi and Indian Midland railways at Bhopal .	July '94	11-11-95	o•28	
	Total Branch .	•••	•••	•••	0.58
		11/1			
	Total, Bhopal-Itarsi .	···	***	•••	57:39
	Carried over .	<b></b>	•••	•••	2,674:39

### REMARKS.

### 8. General Remarks.-

- The following length of the Great Indian Peninsula railway is worked over by foreign lines:—4.39 miles from Dadar Junction to Carnac bridge by the Bombay, Baroda and Central India railway.
- The Great Indian Peninsula iailway has running powers over 7.25 miles of the Bombay, Baroda and Central India railway from Dadar Junction to Colaba.
- The Indian Midland railway has running powers over the following lengths of foreign lines:—2'89 miles at Agra belonging to the Rajputana-Malwa railway; 12'75 miles from Agra to Tundla belonging to the East Indian railway; 1'92 miles at Cawnpore belonging to the East Indian railway; 0'63 mile at Manickpur belonging to the East Indian railway; 0'42 mile at Katni belonging to the East Indian railway; 1'98 miles at Katni, belonging to the Bengal-Nágpur railway; 0'24 mile at Ujjain, belonging to the Bombay, Baroda and Central India railway; 0'13 mile at Itársi belonging to the Great Indian Peninsula railway; and 1'00 mile at Cawnpore belonging to the Oudh and Rohilkhand railway.

# o. Details of construction-

### (a) Permanent-way-

- Great Indian Pennsula railway.—The rails originally laid were iron, weighing 68 lb. and 84 lb. to the yard. These have now been replaced by steel rails weighing 69 lb., 82 lb. and 86 lb. to the yard. The sleepers originally laid were chiefly wooden. These are now mostly replaced by iron pots; there were 1,672 62 miles of bowl sleepers and 65.52 miles of wooden sleepers on the 31st December 1901. The whole of the South East line, excepting the Ghât section, is laid with iron pots. On the Dhond-Manmad line, the rails are chiefly double headed steel, 69 lb. to the yard, laid on iron pot sleepers. On the Wardha Coal railway, there are 26.88 miles of 69 lb. double headed steel rails and 27 miles of 68 lb. iron rails. The sleepers throughout are of half round teak.
- Khamgaon railway.—The line was originally laid with 57lb. flat-footed rails on cast-iron pots, but in 1895 the whole of these were removed and replaced with second-hand Great ludian Peninsula railway 68 lb. iron rails and cast-iron pot sleepers.
- Amraoti railway.—The permanent-way is of iron, the rails weighing 68 lb. to the yard; the sleepers are pot.
- Indian Midland railway.—The main line is laid with flat-footed steel rails 80 lb. to the yard, and oval pot sleepers, weighing 92 lb each bowl, excepting the line from Cawnpore to the South Bank of the Jumna river near Kalpi, where the rails are 75 lb. to the yard, double-headed, laid on Denham-Olphert's sleepers with 20 feet width formation. The late Sindia State railway was originally laid with iron rails 60 lb. to the yard on transverse deodar sleepers; the latter from time to time as they deteriorated have been renewed with Indian Midland railway pot sleepers. Up to the end of 1901, 74.53 miles of track have also been relaid with Indian Midland railway steel rails 80 lb. to the yard.
- Bina-Goona-Bárán railway.—On the Bina-Goona section, the permanent-way consists of 75 lb. steel rails laid on steel transverse sleepers. On the Goona-Bárán section, the permanent-way consists of 75 lb. firt-footed steel rails with 4 holed fish-plates laid on deodar sleepers. Some 15 miles of Indian State railway pattern steel trough sleepers surplus from the Bhopal-Ujjain and Bina-Goona railways have been utilized on the Gwalior section.
- Bhopal-Ujjain railway.—The permanent-way consists of 75lb. flat-footed steel rails laid on transverse steel sleepers.
- Bhopal-Itársi railway.—The line was originally laid with 62 lb. steel rails. Up to the end of December 1901, 29'34 miles of track have been relaid with Indian Midland railway 80 lb, steel rails. The sleepers were partly of steel and partly of creosoted pine and other kinds of wood. The wooden sleepers have been renewed from time to time with Indian Midland railway pot sleepers. A similar operation has now been taken in hand with the steel trough sleepers in the road, of which two miles have been renewed with Indian Midland railway pot.
- Gwalior Light railway.—The permanent-way consists of 30 lb. steel rails laid on sál and steel trough sleepers, Indian State railway pattern.
- (b) Ballast.—The line is fully ballasted throughout.
- (c) Tunnels.—The following are the tunnels of 500 feet length and over—Bhore Ghat No. 7, 858 feet; No. 8, 873 feet; No. 9, 846 feet; and No. 13 (between Palasdhari and Thakurvadi) 1,311 feet; No 16, 594 feet; No. 22, 846 feet; and No. 23 (between Thakurvadi and Bhore Ghát Reversing) 768 feet; No. 24 (between Bhore Ghát Reversing and Khandala) 1,023 feet; Thull Ghát No. 2 (between Kasara and Thull Ghát Reversing) 1,422 feet; No. 4, 573 feet; No. 7, 1,449 feet; No. 8, 1,158 feet; and No. 11 (between Thull Ghát Reversing and lgatpuri) 765 feet; and Bagra, (between Gurra and Bagra) 891 feet. There are 27 other tunnels varying in length from 132 feet to 500 feet, aggregating 7,834 feet.

Class: No.	Name and sections of railway.		Date of sanction.	Date of opening.	Mileage,	Total,
				-	Miles.	Miles.
8 (a)	GREAT INDIAN PENINSULA SYSTEM—concld.  Brought forward .	1				2,674.39
0 (%)	GWALIOR LIGHT.		•••			7-7439
8 (h)	(2' 6" gauge).					
	Gwalior to Sipri	$\cdot$	•••	2-12-99	73.81	
	Gwalior to Bhind			2-12-99	52.33	
	Total open mileage		•••	, •••	•••	126.14
	Line under construction or sanctioned for construction—					
	Gwalior to Subalgarh		4-10-01		56.82	
	Total line under construction		•••	•••		56.82
	Total, Gwalior Light		•••			182.96
İ	GRAND TOTAL, GREAT INDIAN PENINSULA SYSTEM		•••			2,857'35
2I (c)	GUNTAKAL-MYSORE FRONTIER-		·			
	(See Southern Mahratta system.)					
8 (h)	GWALIOR LIGHT—					
	(See Great Indian Peninsula system.)		11			
6 (8)	HARDWAR-DEHRA—					
	(See Oudh and Rohilkhand system.)					
21 (d)	HINDUPUR (YESVANTPUR-MYSORE FRONTIER) (See Southern Mahratta system.)					

### REMARKS.

### Details of construction—concld.

(d) Bridges.—The important bridges of 1,000 feet length and over are as follows:—Bhina (between Diksal and Katraj) 28 spans of 40 feet; Cogni (between Shahabad and Wadi) 16 spans of 75 feet, 6 spans of 60 feet, and 12 spans of 30 feet; Krishna (between Krishna and Chicksugur) 36 spans of 100 feet; Tāpti (between Bhusaval and Daskheda) 5 spans of 142 feet, and 28 spans of 62 feet; Mund (between Naghjhari and Paras) 15 spans of 60 feet; Towa (between Gurra and Bagra) 4 spans of 202 feet, and 2 spans of 132 feet; Nerbudda (between Bikrampur and Shahpura) 5 spans of 142 feet, and 6 arches of 40 feet; Bhima (between Dhond junction and Pimpri) 28 spans of 40 feet; Godávari (between Puntamba and Samvatsar) 21 spans of 50 feet; Ken (between Khairada and Banda) 12 spans of 100 feet, and 1 span of 60 feet; Dhassan (between Rora and Harpalpur) 13 spans of 150 feet, and 1 span of 60 feet; Dhassan (between Rora and Harpalpur) 13 spans of 100 feet; Jumna (between Chaunrah and Kalpi) 10 spans of 250 feet; Bearmi (between Damoh and Ghatira) 12 spans of 100 feet; Betwa (between Talbahat and Basai) 9 spans of 150 feet; Sindh (between Sanagir and Dabra) 9 spans of 100 feet, and 1 span of 60 feet; Chambal (between Hetampur and Dholpur) 12 spans of 186 feet, and 2 spans of 136 feet; Betwa (between Bina and Damoh Mangavali), 16 spans of 100 feet; Parboti (between Dharmaoda and Bhuba), 11 spans of 100 feet; and Nerbudda (between Hoshangabad and Budni) 14 spans of 150 feet, and 1 span of 60 feet.

### (e) Fencing .--

Great Indian Peninsula railway.—The line, with the exception of the Mohpani, Chalisgaon-Dhulia and Jalgaon-Amalner branches is well fenced throughout.

Khámgaon railway.—About 1.26 miles of wire fencing have been provided at each end of the line, the remaining portion being unfenced.

Amráoti railway.—The line is fenced only at the Badnera and Amráoti ends.

Indian Midland railway.—The line is ferced throughout, except between Banda and Jhánsi on the Jhánsi-Manickpur section. On the Saugor-Katni branch, fencing has been erected through Saugor Cantonments and at Damoh and Katni-Murwara stations only.

Bina-Goona-Bárán railway.—The line is fenced [throughout from Bina to Goona, but the Goona-Bárán section is unfenced except at stations.

Bhopal-Ujjain railway.—The line is fenced only at, and in the vicinity of, stations, towns and important level crossings.

Bhopal-Itársi railway.—The line is wholly fenced.

Gwalior Light railway .- The line is fenced between Gwalior and Morar only.

(f) Curves.—On the 5' 6" gauge section the sharpest curve has a radius of 990 feet; it is 0.34 mile long and is situated between mile 75 and 76 from Bombay.

Gwalior Light railway.—The sharpest curve in station yards has a radius of 200 feet. The sharpest curve out of stations has a radius of 955 feet.

(g) Gradients.—Of a total open mileage on the system of 2,800.53 miles, 28.42 miles are on a gradient of 1 in 80 or steeper on the 5'6" gauge, and 1.17 miles on 1 in 40 on the 2'6" gauge Gwalior Light railway.

Class:   Name and sections of railway.   Date of sanction.   Date of opening.   Mileage.	rogres	i ana in		of railways	
HOWRAH-AMTA LIGHT	Total.	Mileage.	of	of	Name and sections of railway.
Total Main line	Miles	Miles.			(2' 0" gauge.)
Total Main line		5.87	2-10-97	} 27-3-95	Telkul ghât (Howrah) to Dumjur  Dumjur to Bárgachia  Bárgachia to Maju  Maju to Amta
Bárgachia to Jagatbalabpur	27'19			***	Total Main line .
Total, Howrah-Amta		1,20	2-10-97	27-3-95	
	1.2	•••		•••	Total Branch .
	28.6	•••			Total, Howrah-Amta.
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		,			

on the 31st December 1901, alphabetically arranged.

#### REMARKS.

### 1. Howrah-Amta Light railway-

(a) The Howrah-Amta Light railway is worked on the terms in Bengal Government, Public Works Department, Notification No. 111, dated the 26th March 1895, under the following agreement:—

Agreement of—12th June 1889 (between the District Board of Howrah and the Bengal District Road Tramways Company).

- (b) The general conditions are as follows:—
  - (i) Aid by the District Board.—As subsidy for payment of interest, the District Board has guaranteed a sum sufficient to make the net earnings equivalent to Rs. 1,100 per annum per mile constructed and opened, limited to a maximum annual payment of Rs. 28,000. The free use of the district road, not exceeding 16 feet and on one side only, has been granted to the company for the purpose of laying the line, a clear width of 14 feet being left for vehicular traffic.
  - (ii) Currency of agreement.—The District Board has the power of determining the agreement after 21 years. In the event of the District Board of Howrah exercising, in conjunction with the District Board of Hooghly and the Municipality of Howrah, the right of purchase conferred upon them by section 41 of Act 3 of 1893 (Bengal Code), the value to be placed upon the railway to be calculated by adding to the value of the whole railway from Howrah to Amta with all its equipments, as a dividend earning investment, a bonus of 20 per cent. over and above such value.
  - (iii) Terms of working.—Whenever the net earnings of the Company in respect of the railway are in excess of 4 per cent. upon the capital for the time being of the Company, such surplus profits are divided between the Company and the District Board in equal proportions.
  - (iv) Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary its rates.
  - (v) General remarks.—The line generally runs through the town of Howrah and along the district road after leaving Howrah. Diversions have been made to avoid sharp curves in the road. On the 13th January 1899 the Indian Railways Act, IX of 1890, except section 135, was applied to the line.

### 2. Details of construction-

- (a) Permanent-way.—The permanent-way consists of steel rails, Vignole's pattern, 25 lb. to the yard, laid on cross-sleepers of pyinkado.
- (b) Ballast.—The line is ballasted throughout.
- (c) Fencing.—The line is unfenced.
- (d) Curves.—The sharpest curve, sanctioned specially for the town of Howrah, is of 144 feet radius.
- (e) Gradients.—Of a total mileage of 28.69 miles, 1.1 miles are on a gradient of 1 in 100, or steeper.

	111531		of railways	Date ,	i ana in	progres
No.	Name and sections of railway.		of sanction.	of opening.	Mileage.	Total.
32 (a)	HOWRAH-SHEAKHALA LIGHT— (2' o" gauge.)  Main line—				Miles.	Miles.
	Kadamtolla to Chanditala	•	} 27-3-95	2-8-97 10-9-97 7-11-97	8·88 3·75 4·75	
	Total Main line  Branch—	•	•••	* ***		17:38
	Chanditala to Janai		² 7 <b>-</b> 3-95	5-5 <b>-</b> 98	2:37	
	Total Branch	•	•••	•••	•••	2.37
	Total, Howrah-Sheakhala	•	•••			19'75
10 (c)	HYDERABAD-GÓDÁVARI VALLEY— (See Nizam's Guaranteed State system.)					
8 (d)	INDIAN MIDLAND— (See Great Indian Peninsula system.)					
9 (m)	JAIPUR (Siwai-Madhopur.) (See Bombay, Baroda and Central India system.)					
7 (d)	JAMMU AND KASHMIR (Native state section)— (See North Western system.)					
20 (ð)	JAMNAGAR— (See Bhavnagar-Gongal-Junagad-Porbandar system.)					
20 (c)	JETALSAR-RÁJKOT— (Sec Bhávnagar-Gondal-Junágad-Porbandar system.)					

on the 31st December 1901, alphabetically arranged.

### REMARKS.

# 1. Howrah-Sheakhala Light railway-

(a) The Howrah-Sheakhala Light railway is worked on the terms in Bengal Government, Public Works Department, Notification No. 112, dated the 26th March 1885, under the following agreements:—

Agreements of—12th June 1889 (between the District Board of Howrah and the Bengal District Road Tramways Company).

16th July 1889 (between the District Board of Howrah and the Bengal District Road Tramways Company).

- (b) The general conditions are as follows:-
  - (i) Aid by the District Board.—As subsidy for payment of interest, the District Board has guaranteed to make up the net earnings to Rs. 950 per mile constructed and opened per annum. Land was also provided free of charge.
  - (ii) Currency of agreement.—The agreement is current for a period of 21 years. In the event of the District Board of Howrah exercising, in conjunction with the District Board of Hooghly and the Municipality of Howrah, the right of purchase conferred upon them by section 41 of Act III of 1883 (Bengal Code), the price to be placed upon the tramway to be calculated by adding to the value of the whole tramway from Howrah to Sheakhalla with all its equipment as then constituted a bonus of 15 per cent. over and above such value.
  - (iii) Terms of working.—Whenever the net earnings of the Company are in excess of 4 per cent, upon the capital of the Company actually paid up and expended for the time being, such surplus profits are divided between the Company and the District Board in the proportion of two-thirds to the Company and one-third to the District Board.
  - (iv) Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary its rates.
  - (v) General remarks.—On the 13th January 1899 the Indian Railways Act, IX of 1890, except section 135, was applied to the line.
- 2. General remarks.—The Howrah-Sheakhala railway works over 2'00 miles of the Howrah-Amta railway from Howrah to Kadamtolla.
- 3. Details of construction-
  - (a) Permanent-way.—The permanent-way consists of steel rails, Vignole's pattern, 25lb. to the yard, laid on cross sleepers of pyinkado.
  - (b) Ballast .- The line is ballasted throughout.
  - (c) Fencing.—The line is unfenced.
  - (d) Curves.—The sharpest curves, sanctioned specially for Howrah town, are of 144 feet radius.
  - (e) Gradients.—Of a total mileage of 19.75 miles, 0.20 mile is on a gradient of 1 in 100, or steeper.

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Class No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
$\checkmark$	JODHPUR-BIKANER SYSTEM— (3' 3\frac{2}{3}" gauge.)			Milcs.	Mle s.
18(a)	Fodhpur section—				
	Marwar railway Junction to Marwar Pali Marwar Pali to Luni Junction Luni Junction to Jodhpur Jodhpur to Mcrta Road Merta Road to Kucháman Road Luni Junction to Pachbadra Balotra to Barmer Barmer to the Jodhpur Frontier Mcrta Road to Nágour Nagour to Bhagu	1883 { 1884 1890 July 1891 31-12-85 Aug.1897 { 1890 {	24-6-82 17-6-84 9-3-85 8-4-91 13-3-99 22-3-87 15-5-95 22-12-00 16-10-91 9-12-91	19'00 25'00 20'00 64'00 73'00 60'00 60'00 74'44 35'00 24'50	
	TOTAL, JODHPUR SECTION			•••	454.94
18(b)	Bikaner section-				
	Bhagu to Bikaner  Bikaner to Dulmera  Dulmera to Lankaransar  Lankaransar to Suratgarh	1890 Dec. 1895 27-1-98 9-2-99	9-12-91 2-6-98 } 1-1-01	43'50 42'00 8'32 63'53	
	Total, Bikaner section		•••	•••	157'35
	TOTAL OPEN MILEAGE, JODHPUR-BIKANER	·		•••	612.29
	Lines under construction or sanctioned for construction-				
	Bikaner section-				
	Suratgarh to Bhátinda	15-7-99	Uncertain	•••	88.00
	Total, Jodhpur-Bikaner proper		•••	•••	700.50
18 (c)	JODHPUR-HYDERABAD (BRITISH SECTION)-				
	Hyderabad to Shadipalli	5-3-91	*18-8-92	55'49	
	Shadipalli to the Jodhpur Frontier	Aug. 1897	22-12-00	68.49	
	Total Jodhpur-Hyderabad (British section) .		,		123'98
	GRAND TOTAL, JODHPUR-BIKANER SYSTEM				824.27
				•••	624 27
•					
		,			
i			}		}
		1		1	
		-			
18 (c)	JODHPUR HYDERABAD—	1			
- 1	(See Jodhpur-Bikaner system.)				l

Date of opening of standard gauge line; converted and opened on the 3' 38" gauge on the 20th October 1901.

### REMARKS.

- I. Lines comprising system.—The Jodhpur-Bikaner railway system is made up of-Under Open line. Miles. Total. Miles. construction (a) Jodhpur section (3' 3³/₈" gauge)
  (b) Bikaner section (3' 3³/₈" gauge)
  (c) Jodhpur-Hyderabad railway (British section) (3' 3²/₈" gauge) Mues. 454'94 454'94 245'35 123'98 157.35 88.00 123.98 Total 88.00 824.27 736.27
- 2. Jodhpore-Bikanir railway.-(a) The Jodhpur-Bikaner railway is worked under the following contracts:-

Contracts of—13th July 1889 (between the Government of India and the Jodhpur and Bikaner 30th July 1889) Durbars) for constructing and working the line.

(b) The general conditions of the contracts are as follows:-

 (i) Government aid.—The line is the exclusive property of the two Durbars.
 (ii) Currency of contract.—These contracts may be modified at any time by mutual consent.
 (iii) Terms of working.—Each Durbar to receive all the profits of its respective portions.
 (iv) Rates and fares.—No provision was made for rates and fares in the contracts but certain rates and fares were approved by executive order.

- 3. The Jodhpur-Hyderabad railway (British section)-
  - (a) The Jodhpur-Hyderabad railway (British section) is worked under the following agreement-

Agreement of-22nd December 1900 (between the Government of India and His Highness the Maharaja of Jodhpur and the Council of Regency, Bikaner) for the construction of a railway on the 3' 3\frac{3}{8}" gauge, from Balotra to Hyderabad, and for working the section from the Jodhpur Frontier to Hyderabad.

- (b) The general conditions of the agreement are as follows:-
  - (i) Currency of agreement.—As regards the working of the railway, this agreement remains in force until determined by either party, on 12 months' notice, on the 1st day of January or the 1st day of June in any year.
  - (ii) Terms of working.—Working expenses, excluding maintenance, are divided between the British and Native state sections in the ratio of the gross earnings of each section.

    Maintenance charges to be actual cost for each section of line.
  - (iii) Rates and fares.—Maximum and minimum rates and fares and classification in force on the North Western railway from time to time to be in force on the British section.

Note.—Government of India, No. 255 R. T., dated the 6th March 1900, approved of the Rajputana-Malwa railway classification of goods which is in force on the Native state section, being adopted on the British section, the stipulation in agreement requiring the adoption of the North Western railway classification remaining unaltered in case it may be considered desirable to enforce it hereafter.

- 4. Details of construction-
  - (a) Permanent-wav-Jodhpur-Bikaner.-Between Kuchaman Road and Jodhpur and between Merta Road and Suratgarh, the permanent-way consists of 36 lb. flat-footed steel rails, laid on steel trough and deodar sleepers. From Jodhpur to Marwar Pali the line was originally laid with old 36 lb. iron rails on jungle wood sleepers. The latter have all been replaced by deodar sleepers while the former are now mostly replaced by 414 lb. and 50 lb. steel rails. Beyond Marwar Pali second-hand rails were originally laid on creosoted pine sleepers, which have for the most part been renewed by deodar, except for the last 3 miles, where a new approach has been lately constructed on steel sleepers while the old rails have been mostly replaced by others of 414 lb. section. The line between Balotra and Barmer is laid on 50 lb. steel rails and steel sleepers. The permanent-way between

Luni Junction and Balotra has been relaid with similar rails and pine sleepers. Fodhpur-Hyderabad (British section) .- The Hyderabad-Shadipalli section is laid with 60 lb. iron rails and wooden sleepers, and of the Shadipalli-Jodhpur Frontier section, about 14 miles are laid with 40 lb. rails and Denham Olpherts sleepers and the remainder with 50 lb. rails and deodar sleepers.

- (b) Ballost.—
  - Jodhpur-Bikaner .- On the greater portion of the line, ballast consists of coarse sand and small kunkur; but on the Merta Road-Kucháman Road section it is chiefly broken stone, marble and kunkur.

Jodhpur-Hyderabad (British section).—The ballast is of stone and broken brick.

- (c) Fencing.—With the exception of a few stations, the line is practically unfenced.
- (d) Curves.—There are no curves under a radius of 1,000 feet.
- (e) Gradients.—Of a total open mileage of 736.27 miles of the system, 84.43 miles arc on a gradient of 1 in 150 or steeper.

Class:	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
33 (a)	JORHAT STATE LIGHT—  (2' o" gauge.)  Main line—  Gosáigáon to Jorhát	: } 13-9-83 {	15-12-84 15-12-84	, Miles.	Miles.
	Jorhát to Dhali river	.)) (	16-7-87 16-7-87 22-10-01	9'50	23.25
	Mariani branch— Chenimara Junction to Mariani	13-9-83	7-1-85 	7:00	7'00
	Total, Jorhat	•••	•	•••	30*25
4 (d)	JUBBULPORE-GONDIA EXTENSION— (See Bengal-Nágpur system.)				
I (e)	KALKA-SIMLA— (See East Indian system.)				
23 (c)	KARAIKKAL-PERALAM— (See South Indian system.)	•		,	
8 (b)	KHAMGAON— (See Great Indian Peninsula system.)				
7 (h)	KHUSALGARH-KOHAT-THAL— (See North Western system.)				
(c)	KOLAR GOLD-FIELDS— (See Madras system.)				
( <i>f</i> )	KOLHAPUR— , (See Southern Mahratta system.)				
(6)	LEDO AND TIKAK.MARGHERITA COLLIERY (See Dibru-Sadiya system.)				•
(b)	LUCKNOW-BAREILLY— (See Rohilkund and Kumaon system.)				
(e)	LUDHIANA-DHURI-JAKHAL— (See North Western system.)				

on the 31st December 1901, alphabetically arranged.

Remarks.
I. Jorhat State Light railway.—
(a) The line was constructed out of Provincial revenues by the Government of Assam for the convenience of the numerous tea gardens in the neighbourhood of Jorhat and is owned and worked by the State.
2. Details of construction—
(a) Permanent-way.—Excepting the alternative cold weather section, the line is laid with steel rails, 18 lb. to the yard. Vignole's pattern, on uriam sleepers. The alternative cold weather section from Gosáigáon to the steamer ghát is laid with steel rails, 30 lb. to the yard, Fowler's patent.
(b) Ballast.—The line is unballasted.
(c) Fencing.—The railway land acquired for stations and buildings at Jorhat only is demarcated by barbed wire fencing.
(d) Curves.—The sharpest curve has a radius of 480 feet and is 468 feet in length.
(e) Gradients.—Of a total mileage of 30.25 miles, 4 miles are on a gradient of 1 in 500, or steeper.
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Class:	Name and sections of railway.		Date of sanction.	Date of opening.	Mileage.	Total.
II (a)	MADRAS SYSTEM— (5' 6" gauge.)				Miles.	Miles.
•	SOUTH-WEST LINE—  Math line—  Madras to Veyasarpaudy  Veyasarpaudy to Arcot  Arcot to Katpadi  Katpadi to Gudiyattam  Gudiyattam to Ambur  Ambur to Vaniyambadi  Vaniyambadi to Tiruppattur  Tiruppattur to Salem  Salem to Sankaridrug  Sankaridrug to Podanur  Podanur to Pattambi	•	April 1868 Veyasarpaudy to Arkonam, between July 1853 and Febru- ary 1854; Arkonam to Kadalundi, between February	1-7-56 7-5-57 19-5-58 16-1-60 1-2-60 23-5-60 1-2-61 1-12-61 12-5-62 14-4-62	63:22 14:96 15:36 17:01 9:98 14:19 69:98 23:68 71:18 64:96	
	Pattambi to Kuttippurum  Kuttippurum to Tirur  Tirur to Kadalundi  Kadalundi to Calicut	•	1854 and May 1857. August '84	23-9-61 1-5-61 1 <i>2</i> -3-61 2-1-88	9,26	
	Calicut to Badagara	٠	6-5-97	1-10-01	28.75	44.10.
- 1	Branches—	•	•••	•••		441'89
	Rayapuram branch— Veyasarpaudy to Rayapuram Rayapuram to Beach	•	9-6-53 16-12-99 9-12 <b>-</b> 9 <b>7</b>	1-7-56 22-1-00 17-4-99	2·16 1·03 4·17	
	Bangalore branch— Jalarpet Junction to Bangalore Cantonment Bangalore Cantonment to Bangalore City.	•	1862 March 1881	1-8-64 1-7-82	7'36 84'37 3'05	
	Nilgiri branch— Podanur Junction to Coimbatore Coimbatore to Mettupalaiyam	•	} 1 <b>7</b> -8-70 {	1-2-73 31-8-73	3.42	
	Palghat branch— Olavakkot to Palghat	•	4-1-87	2-1-88	² 5'75 ^{2'47}	
	Total Blanches	•		•••	•••	123.00
	TOTAL, SOUTH-WEST LINE NORTH-WEST LINE— Main line—	٠	•••	•••	<b>,</b>	564 <b>·</b> 89
	Arkonam to Nagari	٠	23-6-59 23-6-59 & 3-1-69 31-1-61	4-3-61 8-12-61 15-9-62 1-10-64	17.27 9.59 14.46	
	Reddipalle to Cuddapah	7	& 26-5-63 } 26-5-63 } & 18-11-63 }	1-9-65	38·02 39·59	
	Cuddapah to Muddanuru	{	18-11-63, 20-7-63 & 22-7-65	1-8-66	34.31	
	Muddanuru to Tadpatri	{	8-5-65 } & 22-7-63 } 8-5-65 }	1-9-68	32.07	
	Tadpatri to Gooty	3	24-5-65 & 25-5-66	<b>1-8-</b> 69	29.72	
i	Gooty to the Tungabhadra river	1	22-6-66 } & 23-8-69 } 22-9-69	12-12-70 15-3-71	75°33	
	Total, North West line					308.28
	Total, open mileage, Madras proper					873'17
1	Carried over					873.17

on the 31st December 1901, alphabetically arranged.

### REMARKS.

I. Lines comprising system.—The Madras railway system is made up of-

	Open line. Miles.	Under construction. Miles.	Total. Miles.
(a) Madras railway (5' 6" gauge)	. 873'17	31.00	904.26
(b) East Coast State railway (North-East line) (5' 6" gaug	(e) 497°22	•••	497.22
(c) Kolar Gold-fields railway (5' 6" gauge)	. 9.88	***	9.88
(d) Nilgiri railway (3' 3\frac{3}{8}" gauge)	. 16 [.] 90	•••	16.00
(e) Shoranur-Cochin railway (3' 3\frac{1}{2}" gauge)	• • • • • • • • • • • • • • • • • • • •	64.83	64.83
Total .	1.397.17	95.92	1,493.09

### 2. Madras railway-

(a) The Madras railway is worked under the following contracts:—

Contracts of-22nd December 1852 (South-West line).

19th December 1855 (South-West line).

13th August 1858 (North-West line).

and January 1871 (Amalgamation),

18th January 1901 (Calicut-Azhikal extension).

1st November 1901 (Walalajh Road Arcot) (Ranipet branch).

- (b) The general conditions of the contracts are as follows:-
  - (i) Government aid.—Guarantee of interest in sterling at 5 per cent. for term of contract. On some portion of the share capital and on debentures lower rates of interest are guaranteed. Land also was provided free of cost.
  - (ii) Currency of contracts.—In ninety-nine years from 1st April 1857, the line reverts to Government who would then pay only for the rolling-stock at its fair value, provided the Company had not previously given notice terminating the contract. Government may determine the contract by purchase within six months after the expiration of 25 or 50 years of the term, at the mean market value of the shares during the three preceding years. Possession to be taken of the railway at the half-yearly day next but one following the notice. Government may also determine the contract at any time, on giving three months' notice, if the Company fail to observe their obligations, Government repaying the capital expended.

Note.—Government relinquished their right to determine the contract at the end of the 25th year and the only remaining opportunity of giving notice of purchase will be in 1907 within six months after 1st April.

- (iii) Power of Company to surrender contract.—The Company may surrender, on six months' notice, at any time, receiving back the capital expended.
- (iv) Terms of working.—As to the lines covered by the contract of 2nd January 1871, surplus profits after repayment of the guaranteed interest of each half-year converted at the rate of exchange of 1s. 1od per rupee are divided equally between Government and the Company. As to the Calicut-Azhikal railway, working expenses are calculated at the average rate prevailing in each half-year over the entire system, and if the net earnings in any half-year exceed the interest charges converted at the prescribed rate of exchange, one-fifth belongs to the Company; but any such excess in one half-year is a first charge against any deficiency in the two preceeding half-years. Subject to the provisions in the contract of 18th January 1901, the covenants and provisions of the several principal Indentures apply to the Calicut-Azhikal railway.
- (v) Rates and fares.—Madras railway system (except North-east line).—Under the contract, Government fixed a maxima which cannot be altered by Government, and which cannot be altered by the Company without Government sanction. Authority, however, has been given to the Company by an executive order to vary these rates within the prescribed maxima without reference to Government.
- (vi) General remarks.—The Madras railway runs from Madras to Arkonam, where it divides into two branches, one proceeding in a north-westerly direction to Raichur, the other in a south-westerly direction to Calicut. The latter has branches to Bangalore, Mettupalaiyam and Palghat.

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total,
11 (a)	MADRAS SYSTEM—contd.  Brought forward			Miles.	Miles. 873'17
11 (b)	DOUBLE LINE, SOUTH-WEST LINE—  Washermenpet to Veyasarpaudy Madras to Veyasarpaudy Junction Veyasarpaudy Junction to Perambur Perambur to Avadi Avadi to Tiruvallur Tiruvallur to Arkonam  TOTAL DOUBLE LINE, SOUTH-WEST LINE  NORTH-EAST LINE (EAST COAST STATE RAILWAY)—	21-3-01 Probably	14-9-01 7-4-73 7-2-74 1-5-77 20-7-77 28-8-77	1'02 2'16 1'30 9'54 12 89 16'52	-7317
	Washermenpet to Ennúr Ennúr to Gudur Gudur to Nellore Nellore to Kistna Canal Junction Kistna Canal Junction to Bezwada (5' 6" gauge) Tadèpalli to Bezwada Bezwada to Kovvur Kovvur to Rajahmundry Rajahmundry to the Junction point near Waltair Junction point near Waltair station to Waltair	August '94    July '95 {   July '90	22-2-96 23-2-99 *1-11-88 20-12-98 15-7-97 1-1-94 20-2-93 6-8-00 15-7-93 15-7-93	8·25 75·25 23 75 155 00 3·06 2·97 88·25 4·09 119·81 4·25	
	Total Main line .  Branches—	•••		•••	485·28
	Samalkot Junction to Cocanada port branch	} July '90 {	15-7-93 15-7-93	9°75 2°19	
	Total Branch .	,			11.94
	Total, North-East line (East Coast State railway).	•••	•••	•••	494.25
11 (c)	KOLAR GOLD-FIELDS— (5' 6" gauge.)	•			
	Bowringpet to Marikuppam	July '92	1-6-94	9.88	
	TOTAL, KOLAR GOLD-FIELDS		•••		9.88
11 (d)	Nilgiri— (3' 3\star gauge.)				
	Mettupalaiyam to Coonoor	{Probably } in 1892 }	15-6-99	16.00	
	Total, Nilgiri		•••	•••	16.00
	Lines under construction or sanctioned for construction.  SOUTH-WEST LINE—  Badagara to Azhikal	6-5-97	†July 1902	31,03	
11 (e)	SHORANUR-COCHIN— (3' 3\frac{3}{2}" gauge.)				
	Shoranur to Ernakolum	28-4-99	† June '02	64.83	
	Total, Lines under construction .		•••	•••	95.92
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^{*} Date of opening of original 3' 3% gauge; converted to and opened on the standard gauge on 1st November 1899, † Probable dates of opening.

#### REMARKS.

# 2. Madras railway-concluded.

(vi) General remarks—concluded.

The main line originally commenced at Rayapuram, but on the opening of the length between Veyasarpaudy Junction and the Central station this became a portion of the main line, and the old line from the junction to Rayapuram was then treated as a branch. The line from Bangalore Cantonment to Bangalore City was constructed as a part of the Mysore State railway, but was subsequently made over to the Madras Railway Company. The portion from Gudur to Nellore, which was originally laid on the 3'3\frac{3}{8}" gauge was converted to 5' 6" gauge on the opening of the East Coast railway. The working of the East Coast State railway (North-east line) was taken over by the Madras Railway Company from the 1st January 1901.

- 3. North-east line (East Coast State) .- The contract for working the line is under consideration.
- 4. The Kolar Gold-fields railway-
  - (a) The Kolar Gold-fields railway is worked under the following agreement:—

Agreement of—30th November 1899 (between the Mysore Government and the Madras Railway Company) for working and maintenance.

- (b) The general conditions of the agreement are as follows:—
  - (i) Government aid .- The line is the property of the Mysore State.
  - (ii) Currency of agreement.—The agreement to remain in force, subject to six months' notice from either side on the 1st of January or the 1st of July of any year.
  - (iii) Terms of working.—The Company to charge for working and maintenance the same proportion which the working expenses of the whole system including this line bear to the gross earnings of that system with an addition of 10 per cent, until the improvement works authorised are completed and 5 per cent, of the gross earnings of the railway for rolling-stock.
  - (v) Rates and fares.—Subject to certain special rates and fares, the same rates, etc., as are in force from time to time upon the Madras railway.
  - (vi) General remarks.—The line was constructed by the Myscre State in order to provide facilities for the gold-fields.

### 5. The Nilgiri railway-

(a) The Nilgiri railway is worked under the following agreement:-

Agreement of—26th May 1898 (between the Madras Railway Company and the new Nilgiri Railway Company) for working.

Note.—The present working agreement is subject to revision hereafter, if found necessary, when the contract between the Secretary of State and the new Nilgiri Railway Company is executed on the conclusion of negotiations regarding the extension.

- (b) The general conditions of the agreement are as follows:
  - (i) Government aid.—Government guarantee 3 per cent. during construction on the capital paid into the Government Treasury, with a free grant of all land required for the railway and the works connected therewith.
  - (ii) Currency of contract.—The agreement to remain in force for three years from date of opening of the line, subject to revision on the opening of the extension to Ootacamund.
  - (iii) Terms of working.—Maintenance of way and works to be charged at actual cost, and for all other expenses the Madras railway receive 30 per cent. of the gross receipts subject to such receipts being taken at a minimum of Rs. 1,00,000 in each half-year. If the actual expenditure in working the Nilgiri railway is less than 30 per cent. of gross receipts one-half the saving to be surrendered to the Nilgiri railway, while, if there is an excess the Nilgiri railway to share half the excess up to a maximum of 35 per cent. of gross receipts. The balance remaining to be paid over to the Nilgiri Railway Company.
  - (iv) Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary its rates.
  - (v) General remarks.—The old Nilgiri Railway Company was registered on the 30th September 1885 with a nominal capital of Rs. 25,00,000 and a contract executed between the Secretary of State and that Company on the 26th February 1886. The old Company went into liquidation in April 1894; and in February 1896 a new Company was formed to purchase the line from the old Company and to supply the capital required to complete it and to construct the proposed extension to Ootacamund.

Class : No.	Name and sections of railway.		Date of sanction.	 Mileage.	
IĮ (a)	MADRAS SYSTEM—continued.			 ,	
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#### REMARKS.

## 6. Shoranur-Cochin railway-

- (a) The Shoranur-Cochin railway will be worked under the following agreement:—
  - Agreement of—1st January 1901 (between His Highness the Rajah of Cochin and the Madras Railway Company) for construction and working.
- (b) 'The general conditions of the agreement are as follows:-
  - (i) Government aid.—The line is the property of the Coclin State.
  - (ii) Currency of agreement.—This agreement is to remain in force until the termination of the present agreement dated the 2nd January 1871, between the Secretary of State and the Madras Railway Company.
  - (iii) Power to determine agreement.—Nil.
  - (iv) Terms of working.—The Company charge for working the same proportion of the total revenue expenditure as the gross earnings of the Shoranur Cochin railway bear to the gross earnings of the Madras railway system including the Shoranur-Cochin railway. After providing from the net earnings, for the second contribution to the Madras Railway Provident Institution and for interest at the rate of 3 per cent. per annum on the booked capital expenditure of the Shoranur-Cochin railway including land, the balance is divisible between the Cochin Darbar and the Madras Railway Company in the proportion of four-fifths to the Darbar and one-fifth to the Company.
  - (v) Rates and fares.—The same as are generally applicable from time to time to the system of railways worked by the Company.
- 7. General remarks.—The following lengths are worked over by foreign lines:—0.89 mile of the North-east line from the distant signal at Bezwada to Bezwada station is worked over by the Nizam's Guaranteed State railway; 4.97 miles from Waltair to Vizagapatam (including Wharf and Swamp lines) by the Bengal-Nágpur railway; and 2.99 miles from Tadêpalli to Bezwada by the Southern Mahratta railway.

## 8. Details of construction.-

- (a) Permanent way.-
  - Madras railway.—The iron rails, which vary in weight from 65lb, to 84lb, to the yard, are laid on iron pot-sleepers. The renewals of these up to 189th mile were carried out with double-headed steel rails, 20 feet and 30 feet long, weighing 75lb, to the yard, but this type has been discontinued, and bull-headed steel rails, 30 feet long and weighing 75lb, 76lb, and 80lbs, to the yard, (the last being the present standard) have since been used.
  - The South-West line was originally laid with sleepers of indigenous woods, but an experiment was made of using stone blocks,  $2' \times 2' \times 1'$ , as sleepers. As the experiment proved unsatisfactory, the blocks were all removed in 1857. Jungle wood sleepers were found to be very short-lived; and in 1861 it was decided to replace them by Greave's patent cast-iron bowl sleepers. Cast-iron bowl sleepers (each 112lb.) of an improved and stronger design, with steel bull-headed rails, 80lb. to the yard and 30 feet in length, and a heavier type of plate are now being introduced.
  - The permanent-way on the length between Calicut and Badagara consists of flat-footed 62lb. steel rails with 4-holed deep fish plates laid on wooden sleepers. The length between Badagara and Azhikal is under construction with the same type of permanent-way.
  - North-east line (East Ccast railway).—The permanent-way consists of flat-footed 75lb. steel rails laid on wooden and pea-pod sleepers.
  - Kolar Gold-fields railway.—The line was originally laid with Madras railway second-hand double-headed .75lb. iron rails on new cast iron pot sleepers, but in consequence of the excessive wear due to the heavy traffic passing over this branch, the alignment has been improved and iron rails have been replaced by 76lb. steel rails.
  - Nilgiri railway.—The permanent-way consists of steel rails, 50lb. to the yard, laid on pyinkado sleepers.
  - Shoranur-Cochin railway.—The permanent way will be 414 lb. steel flat-footed rails on wooden sleepers.
- (b) Ballast-
  - The system is ballasted with stone and sand, chiefly the former.
- (c) Tunnels—Nilgiri railway.—There are nine tunnels on the line varying in length from 62 feet to 308 feet, aggregating 1,578 feet.

		History of railways constructed and in progre					
Class : No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.		
(a)	MADRAS SYSTEM—concluded.				,		
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on the 31st December 1901, alphabetically arranged.

#### REMARKS.

- 8. Details of construction-concluded.
  - (d) Bridges.—The following are the important bridges of 1,000 feet length and over: Poincy (between Ponnai Road and Tiruvallum), 56 spans of 30 feet; Gudiyattam (between Gudiyattam and Valathoor), 33 spans of 30 feet; Cauvery (between Cauvery and Erode), 20 spans of 64 feet and 2 spans of 62 feet; Kadaluindi (between Parpanargadi and Kadaluindi), 20 spans of 64 feet; Cheyair (between Razampeta and Nandalur), 50 spans of 64 feet; Pennur (between Penneru and Tadpatri), 13 spans of 131 feet; Tungabhadra (between Tungabhadra and Matmari), 58 spans of 64 feet; Chitravati (between Kondapuram and Gangayapalli), 15 spans of 131 feet; Papaghni (between Kamalapuram and Gangayapalli), 15 spans of 131 feet; Ennúr Creek (between Ennúr and Minjur), 30 spans of 40 feet; Penner (between Nellore and Pudugupadu), 23 spans of 70 feet and 5 spans of 40 feet; Kistna (between Tadepalli and Bezwada), 12 spans of 40 feet; Gódávari (between Kovvúr and Gódávari), 56 spans of 150 feet and 1 span of 40 feet.
  - (e) Fencing.—The Madras, Kolar Gold-fields, and Nilgiri railways are fenced throughout; the Northeast line—(East Coast State) and the Shoranur-Cochin railways are only fenced in the vicinity of towns, stations and level crossings.
  - (f) Curves.—5' 6" gauge sections.—There are no curves under a radius of 1,000 feet.

    Nilgiri railway.—The curves vary from 328 feet to 716 feet in radius.

    Shoranur-Cochin railway.—The sharpest curve is 818.57 feet in radius.
  - (g) Gradients.—Of a total open mileage on the system of 1,397'17 miles, 0'80 mile is on a gradient of 1 in 60 or steeper on the 5'6" gauge, and 6'92 miles on 1 in 12'5 on the 3'3\frac{3}{2}" gauge (Nilgiri line).

Class:	Name and sections of railway.	Date of	Date of	Mileage.	Total.
No.		sanction.	opening.		
				Miles.	Miles.
37 (a)	MADURA DISTRICT LIGHT.— (2' 6" gauge.)				
	Ammayanakkanur to Kotagudi	•••		55.00	Ì
	Periyakulam to Krishnamanaik's tope	•••	,	5.00	,
	Theni to Kuruvanath			33.00	
	Total, Madura District		<b>,</b>	•••	93.00
25 (a)	MORVI LIGHT— (2' 6" gauge.)				
	Main line—				
!	Wadhwán to Dolia	14-12-83	11-3-86 20-11-86 24-3-87	24°00 27°75 10°75	
	Total Main line		•••	•••	68-50
	Rajkot branch—				
	Vánkáner to Rájkot Extension across the Aji river to Rájkot Junction with the Jetalsar-Rájkot railway	10-5-88	1-1-90 6-8-94		
į	Total Branch			ļ	25 86
	Total, Mcrvi				94.36
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2 (d)	MYMENSINGH-JAMALPUR-JAGANNATHGANJ-				
	(See Eastern Bengal system)				
2I (g)	MYSORE-NANJANGUD—			İ	<u>`</u>
£± (5)	(See Southern Mahratta system)				
	(See Southern Mamatta System)				
2I (b)	MYSORE SECTION (SOUTHERN MAHRATTA)—				
	(See Southern Mahratta system.)				
	1	1	1	-	1
9 (c)	NAGDA-UJJAIN-		•		
	(See Bombay, Baroda and Central India system.)				
TT /-7\	NILGIRI—	-\ <u>-</u>	1	1	
II (d)					
_	(See Madras system.)				

#### REMARKS.

Madura District Light railways—Messrs. Wilson and Company of Madras, the Promoters, were originally granted a concession for the construction of these lines under the Indian Tramways Act; but as there is no provision under this Act for payment of interest out of capital during construction, they submitted an amended application for a scheme for Light railways to be constructed under the provisions of the Indian Railways Act. The Promoters have been informed that, subject to their acceptance of certain conditions, they may proceed to raise the necessary capital for the line.

#### I. Morvi Light railway.-

- (i) The Morvi Light railway is owned and worked by His Highness the Thakore Sahib of Morvi.
- (ii) General remarks.—This line is laid on the existing bridged and metalled road for the first 24 miles as far as Dolia and then runs along the line of unbridged and unmetalled road to Vánkáner and on to Morvi and Rajkot. The conversion of the line to 3' 3\frac{3}{8}" gauge is under contemplation.

## 2. Details of construction-

- (a) Permanent-way.—The permanent-way originally consisted of steel rails, weighing 19lb. to the yard, and pressed steel sleepers weighing 11lb. These have since been extensively replaced in sections by 29lb. and 41\frac{1}{4}lb. steel rails and creosoted pine sleepers. On the Rajkot branch, from mile 55 to a distance of 21 miles, renewals have been effected by laying 41\frac{1}{4}lb., 3' 3\frac{3}{8}" gauge rails on creosoted pine sleepers of that gauge, with a view to eventual conversion. The extension across the Aji river has been laid with 3' 3\frac{3}{8}" gauge rails, weighing 41\frac{1}{4}lb. to the yard, on creosoted pine sleepers.
- (b) Ballast.—Moorum (decayed trap) and sand.
- (c) Fencing.—Line is unfenced.
- (d) Curves.—There are 3.24 miles of curves under a radius of 1,000 feet.
- (e) Gradients.—Of a total open mileage of 94.36 miles, 4.50 miles are on a gradient of 1 in 200 or steeper.

Class:	Name and sections of railway.	Date of	Date of	Mileage.	Total.
No.		sanction.	opening.		
Io (a)	NIZAM'S GUARANTEED STATE SYSTEM— (5' 6" gauge.)			Miles.	Miles.
	Main line-				
	Wadi Junction to Secunderabad and to junction of new line.	25-3-71	9-10-74	115.45	
	Junction of new line to Warangal	. Nov. '84	8-4-86	87.47	
	Warangal to Dornakal	. May '86	1-1-88	51.91	
	Dornakal to Bona Kálu	. 7	5-8-88	31.45	
	Bona Kálu to British frontier	Jany. '87 -	10-2-89	23.24	
	Total Main line		•••		310.00
	Branches—				
	Hyderabad branch—	25.25			
	Husain Ságar to Hyderabad	25-3-71	9-10-74	3.24	
ı	Mineral branch—	11 100	00		
	Dornakal to Singareni Coal-fields	. May '86	1-1-88	16.20	
•	Total Branches	•			20.0
•	TOTAL, NIZAM'S GUARANTEED STATE PROPER				330.1
Io (b)	Bezwada Extension— (5' 6" gauge.)				33*
	Hyderabad frontier to Bezwada	26 11-86	10-2-89	20.28	
	TOTAL, BEZWADA EXTENSION .	•••	•••	•••	1
10 (c)	Hyderabad-Gódávari Valley— (3' 3\frac{1}{2}" gauge.)				20.28
	Manmád to Jalná	·   ]	21-10-99	109.36	
	Jalná to Sailu	. [ ]	7-12-99	44.74	
	Sailu to Purbhani		25.4-00	26.43	
	Purbhani to Nanded		9-10-00	36.59	
1	Nanded to Sivungaon	12-1-97	23-8-00	16.68	
\	Sivungaon to Basar	. } }	25-4-00	33.89	}
	Basar to Secunderabad		25-4-00	118.51	
	Secunderabad to Hyderabad		16-5-01	5.82	
	Total, Hyderabad-Gódávari Valley		•••		391.4:
	GRAND TOTAL, NIZAM'S GUARANTEED STATE SYSTEM				742'13

#### REMARKS.

I. Lines comprising system.—The Nizam's Guaranteed State railway system is made up of-

						0	pen linc.
(1 W 1 C 1 1 C 1 1 C 1 1 C 1 C 1 C 1 C 1							Miles.
(a) Nizam's Guaranteed State railway (5' 6" gauge)							330.13
(b) Bezwada extension (5' 6" gauge)	•	•	•		•		20.28
(c) Hyderabad-Gódávari Valley railway (3' 32" gauge)	•	٠	•		•		391'02
				Ton	ΓAL	•	742.13

## 2. Nizam's Guaranteed State railway-

(a) The Nizam's Guaranteed State railway is worked under the following contract:

Contract of—27th December 1883 (between the Nizam's Government and the Nizam's Guaranteed State Railways Company) for construction, maintenance and working.

- (b) The general conditions of the contract are as follows:-
  - (i) Terms of contract.—The Nizam's Guaranteed State Railways Company was formed in 1883 for the purpose of acquiring and working the then existing railway and of constructing on the same gauge and working certain new lines, with a capital not exceeding £4,500,000 to be raised by the issue of shares and redeemable mortgage debentures (or as may be agreed upon) His Highness the Nizam's Government paying thereon for 20 years an annuity to be applied in payment of interest and towards a sinking fund for the redemption or reduction of capital. Land also was provided free of charge.
  - (ii) Currency of contract.—The contract is current for a period of 99 years, and on expiry by effluxion of time, the land, buildings and fixed works, etc., revert to the Nizam's Government and all rolling-stock, stores, etc., at a fair valuation. The Nizam's Government has the option of purchasing the line on the 1st January 1914, 1934 or 1954, on twelve months' notice, by paying in sterling the capital unredeemed and a bonus of 25 per cent. thereon. In case of breach of contract by Company, the Nizam's Government may give six months' notice and assume possession of the line, etc., by paying the amount of capital unredeemed, unless the default or breach is remedied within that period.
  - (iii) Terms of working.—From gross earnings will be deducted working expenses, and during the guaranteed period, the net earnings applied in the first instance to repayment of the annuity, paid in the same half year. Of the residue, one moiety will be utilised towards the repayment of previous payments of annuity and sums owing to the Nizam's Government, and the balance paid to the Company. After the expiration of the annuity, a sum sufficient for payment of interest on the capital unredeemed will be retained by the Company, and of the balance, one-half will be paid to the Nizam's Government, the remaining moiety being made over to the Company.
  - (iv) Rates and fares.—The rates and fares not to be, unless otherwise agreed between His Highness' Government and the Company, in excess of the rates and fares from time to time prevailing on the Great Indian Peninsula railway.
  - (v) General remarks.—Up to the end of 1878 the line was worked by the Great Indian Peninsula Railway Company with its own rolling-stock. From January 1879 to the 31st December 1884, it was worked by State agency, and from January 1885, by His Highness the Nizam's Guaranteed State Railways Company. The section of the East Coast State railway, which extends from the frontier of His Highness the Nizam's dominions to the north distant signal of the Bezwada station, was worked by this Company as part of its own system up to December 1897, when it was transferred to the East Coast State railway. It was transferred back to the Company for working from the 1st January 1901.
- 3. Bezwada extension railway.—The revised terms for working this railway are under consideration.

-	' Histor	y of railways constructed and in progre						
Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.			
10 (a)	NIZAM'S GUARANTEED STATE SYSTEM—concld.							
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#### REMARKS.

# 4. Hyderabad-Godavari Valley railway-

(a) The Hyderabad-Godavari Valley railway is worked under the following agreement:

Agreement of—16th March 1897 (between His Highness the Nizam's Government and the Nizam's State Railways Company) for construction and working.

(b) The general conditions of the agreement are as follows:-

- (i) Terms of contract.—Capital to the extent of £2,500,000 to be raised by the issue of redeemable mortgage debentures, Government paying thereon an annuity, and, in addition a sum of one per cent. per annum for 20 years towards a sinking fund for the redemption of such debentures which will be a first charge on the Hyderabad-Godavari Valley railway and a second charge on the Nizam's Guaranteed State railway, and after the expiration of the guaranteed period the interest payable thereon a first charge on the net earnings of the former line and a second charge on the surplus net earnings of the latter line after the service of the existing debenture debt has been provided for. The free use of land is also provided for.
- (ii) Currency of contract.—On expiry of contract by effluxion of time, the land, buildings and fixed works, etc., revert to the Nizam's Government and all rolling-stock, stores, etc., at a fair valuation. The contract runs concurrently with that of the Nizam's Guaranteed State Railways Company, and the Nizam's Government has the option of purchasing the line on the 1st January 1914, on twelve months' notice, by paying in sterling the capital unredeemed and a bonus of 25 per cent. thereon, or on the 1st January 1934 or 1954 without bonus. In case of breach of contract by Company, the Nizam's Government may give six months' notice and assume possession of the line, etc., by paying the amount of capital unredeemed, unless the default or breach is remedied within that period.

(iii) Power of Company to surrender contract—Nil.

(iv) Terms of working.—From gross earnings will be deducted working expenses and the net earnings applied in the first instance towards replacing the amount paid as interest on capital during construction, and during the guaranteed period, to repayment of the annuity paid in same half-year, and not more than half the residue to repayment of previous payments of annuity, the remaining moiety being added to and dealt with as part of the net earnings of the Company in respect of the Nizam's Guaranteed State railway. After expiration of the annuity a sum sufficient for payment of interest on the capital unredeemed to be retained by the Company, and of the balance one-half to be paid to the Nizam's Government, the remaining moiety being dealt with as above.

(v) Rates and farcs.—Rates and farcs not to be in excess of those prevailing on the Nizam's Guaranteed State line.

- 5 General remarks.—The Nizam's Guaranteed State railway has running powers over o'89 mile from the distant signal at Bezwada to Bezwada station of the Madras railway (North-East line).
- 6. Details of construction.-
  - (a) Permanent-way-

Nizam's Guaranteed State railway.—About I mile is laid with double-headed 68lb. iron rails on cast-iron bowl sleepers obtained from the Great Southern of India railway; 43 miles with bull-headed 75lb. steel rails on old cast-iron bowl sleepers; 3 miles with bull-headed 75lb. steel rails on Great Indian Peninsula pattern bowl sleepers; 9 miles with double-headed 68lb. steel rails on cast-iron bowl sleepers. and the remainder of the line with 66½lb. flat-footed steel rails on steel pea-pod sleepers. The branch line to the mines is laid with 66½lb. flat-footed steel rails on steel pca-pod sleepers. The line from Secunderabad to Hyderabad (5.82 miles) is mixed gauge and is laid with 66½lb. flat-footed steel rails on wooden sleepers.

Bezwada extension.—Is laid with 6641b. steel rails on pea-pod sleepers.

Hyderabad Goddvari Valley - The permanent-way consists of 5olb steel rails and steel and wooden sleepers.

(b) Ballast .- The ballast is of sand and broken stone.

- (c) Bridges.—The only important bridge of 1,000 feet length and over is that on the Hyderabad-Gódávari Valley, over the Gódávari river, which consists of 21 spans of 60 feet.
- (d) Fencing.—On the Nizam's Guaranteed State railway, the line is fenced from Wadi to Secunderabad, but from Secunderabad to the frontier only the station yards are fenced. On the Bezwada extension and Hyderabad-Gódávari Valley railway, the line is fenced only at stations.

(e) Curves.—There are no curves under a radius of 1,000 feet on the Nizam's Guaranteed State railway and the Bczwada extension. On the Hyderabad-Gódávari Valley railway, the sharpest curve has a radius of 1,432 feet.

(f) Gradients.—Of a total open mileage of the system of 742°13 miles, 79°19 miles are on a gradient of 1 in 100 or steeper on the 5' 6" gauge, and 142°13 miles of 1 in 133°3 or steeper on the 3' 3\frac{3}{8}" gauge.

	Name and section	ons of ra	ilway.				Date of sanction.	Date of opening.	Mileage.	Total.
NORTH	H WESTERN SYSTE				<del></del>				Miles.	Miles
Сомме	RCIAL SECTION-									
Main	lina							{		
	Gháziabad to Meerut Ci Meerut City to Umballa Umballa Cantonment to Ludhiána to Phillour	i Cantoni	nent.	•	•	•	1864	18-4-67 1-1-69 12-10-69 15-10-70	27:33 121:02 70:66 8:28	
	Phillour to Jullundur Ca Jullundur Cantonment t Beas to Amritsar	ntonmen to Beas	t .	•	•			1-4-70 15-11-69 1-11-67	24·12 25·53 26·20	
	Amritsar to Lahore . Lahore to Jhelum . Jhelum to Ráwalpindi	•	• •	•	•	•	8-2-59 22-10-69 17-9-77	10-4-62 6-10-78	32·30 103·12 76·38	
	Ráwalpindi to Haji Sha Haji Shah to Attock bri Attock to Khairabad	dge .	· .	•	•	•	3-10-79	1-1-81 1-5-81 31-5-83	} 61.62 2.38	
	Khairabad to Pesháwar Pesháwar City to Peshá Lahore to Mooltan	war Cant	onmen	t .	•	•	8-2-59	1-5-82 1-1-83 24-4-65	41.25 2.65 207.82	
	Mooltan to Muzaffaraba Muzaffarabad to Khánp Khánpur to Rohri		• •	•	•	•	8-11-71	21-8-70 1-7-78 1-7-78	6.89 139.14 132.05	
	Rohrí to Sukkur Sukkur to Rádhan Rádhan to Laki Laki to Kotri	•	•	•	•	•	 } 4-11-72	27-3 <b>-</b> 89 1-10-78 27-10-78	2.64 79.31 70.57	
	Kotri to Kurrachee City Kurrachee City to Kiámá	íri (includ	ling Na	pier	Mole	ine)	29·4-58 	8-10-78 13-5-61 16-6-89	75.48 104.89 3.06	
	Total M	ain line .	•		•	•			•	1,444.6
	es— ílsot branch— Wazirabad to Siálkot				_	,	10-4-83	1-1-84	26·50	
			-	•	Ţ	•	10-4-03	1-1-04	20 30	
7	i <i>rabad-Lvallpur branch</i> Wazirabad to Hafizabad Hafizabad to Sangla Hil							15-8-95 1-1-96	37:37	
	Sangla Hill to Lyallpur Jallpur to Toba Tek Si	· ·	•	•	•		•••	15-2-96	31.42 31.42	
7	Toba Tek Singh to Kha	newal .	•	•	•	•	•••	22 <b>-</b> 6-99 16-4-00	49 00 55 53	
	mir branch-								200.26	
S	Siálkot to the frontier of	the Kas	hmir St	ate	•	٠	<b>*••</b>	15-3-90	<b>^9</b> .08	-
Phulji	to Puranadera .		٠.		•			1-6-82	2.57	
Sukku	ır to Sukkur Bandar		•	•	•		•••	1-:0-78	1.52	
Kotri	to Kotri Bandar .		•	•	•		•••	1-4-89	1,14	
	n Meer chord branch +. Ieean Meer East to Mee		West		,		•••	10-12-91	2.13	
	-Rohri (chord) branch- lotri to Hyderabad .	<b>.</b>						0.5.5.		
1	lyderabad to Rahoki	: :	•	•	•		•••	25-5-00 28 3-01	4 <b>.</b> 99 2.04	
	ahoki to Shahdadpur hahdadpur to Rohri	• •	•		•	:		15-11-96	39.09 139.84	
						1			180.00	
			Carri	ed o	ver	1	•••	•••	433'19	1,444.69

## REMARKS.

I.	Lines	comprising	system.—The	North	Western	railway	system is	made	un of—
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(a) North Wester 2				Open line. Miles.	Urder construction. Miles.	Total. Miles.
(a) North Western railway (5' 6" gauge) .	٠	•	•	3,077'12	•••	3,077.12
(b) Southern Punjab railway (5' 6" gauge)	•	•	•	423.93	•••	423.93
(c) Rájpura-Bhátinda railway (5' 6" gauge)	•	•	•	107.05	•••	107'05
(d) Ludhiána-Dhuri-Jakhal railway (5' 6" gauge)	٠	•	•	78.66	•••	78.66
(e) Jammu and Kashmir (Native state section), (5'	6"	gauge)	•	15.92	•••	15'92
(f) Dandot Light railway (2' o" gauge)			•	ۥ18	•••	6.18
(g) Nowshera-Durgai railway (2' 6" gauge)	•	•		40.25	•••	40'25
(h) Khusalgarh-Kohat-Thal railway (5' 6" gauge	) .	•		•••	92.50	92*20
(i) Fech-Doab (5' 6" gauge)	•	•	•	•••	51.40	51.40
	7	Cotal	•	3,749.11	143.60	3,892.71

## 2. North Western railway-

- (a) The North Western railway is owned and worked by the State.
  - (i) General remarks-

The first period of the contract with the Sind, Punjab and Delhi Railway Company having expired, the State assumed charge of the undertaking on the 1st January 1886 and amalgamated it with the Punjab Northern, the Indus Valley, the Sind-Sagar, and the southern section of the Sind-Pishin State railways to be worked as one Imperial system under the name of the North Western State railway. The completion and opening, on the 24th May 1883, of the Attock bridge supplied the last link in a continuous chain of railway communication from Calcutta to Peshawar, a distance of 1,555 miles.

The Wazirabad-Lyallpur branch was constructed to open up the country now being irrigated by the Chenab canal, and recently brought under cultivation by the eolonists and settlers, who are reclaiming the desert land of the Reehna Doab.

The Kotri-Rohri ehord was constructed owing to the set of the Indus on the right bank which rendered the line along that bank dangerous, and, owing to the frequent breaches, caused communication with Kurrachee to be intermittent, dislocating the export trade and cutting off communication with the North-Western Frontier. The present line, which follows the left bank of the river, is on high ground and is less liable to inundation. It saves about 36.51 miles on the through distance from the Punjab to Kurrachee, and also gives an alternative route to Quetta.

The line from the Bolan Junction station and from the Sibi station follows the old Quetta loop to Nari bank station, 4.81 miles from Sibi and 456.78 miles from Kurrachee. The old Bolan railway (Quetta loop) from Nari bank viá Kundalani to Hirok has been dismantled, except the first portion from Nari bank to Rindli. The new line is on a completely new alignment between Nari bank and Kolpur, the actual length of the construction works being 57 miles from Nari bank to the mouth of the Mushkaf gorge (462 miles from Kurrachee)

The Dandot Light railway has been constructed by the North Western State railway to develop the Dandot colliery, which is worked primarily for the benefit of the railway. The section from Dandot to the mouth of the main mine consists chiefly of two inclines worked by steel wire ropes by combined gravity and steam power. On the second portion (1.29 miles), there is another incline worked by gravity alone.

## Southern Punjab (Delhi-Samasata) railway.—

(a) The Southern Punjab railway is worked under the following contracts:-

Contract of—13th August 1895 (between the Secretary of State and the Southern Punjab Railway Company) for construction and working.

4th May 1809 (between the Secretary of State and the Southern Punjab Railway Company) for construction and working of the Narwana-Kaithal branch.

(b) The general conditions of the contracts are as follows:-

(i) Government aid.—Government allow the Company, in respect of each half-year, by way of rebate on the net earnings of the North Western railway and from traffic interchanged with the Southern Punjab railway and from through traffic between stations of the North Western railway sent over the Southern Punjab railway, such a sum (not exceeding the amount of such net earnings of the North Western railway) as, together with the Company's net earnings, make up an amount equal to interest for the year at the rate of 3½ per cent, on the actual expenditure charged in the eapital aeeount. Land was also provided free of eost to the Company.

Total.	Mileage.	Date of opening.	Date of sanction.				oł railwa	Name and section	SS:		
Miles.	Miles.							STERN SYSTE	(a) NORTH V		
ر,444 <b>°</b> 69	433.19				ard	t forw	gauge.) Brow	(5' 6'	1		
1774 05	105 - 5			Ì			1,00	SECTION—sonold.	Commerci		
								ncld.	Branches-		
	16.20	15-4-83	7 00 [					re branch— nd to Kasur .	Ráe		
	7·óo	10-6-83	9-11-82	-				to Ganda Singhwál	Kas		
	5.20	15-12-83 8-5-87	2-10-83		•	iar .	Singh Ba	Singhwála to Gand Singh Bandar to H	Gan		
	2.00	1-10-92				:	City	niwala to Ferozepo pore City to Feroze	Hus		
	*54·36	1-10-88 15-6-99	29-10-81		•	ment	ore Cant	pore City to Feroze	Fer		
	13.20	8-5-87	•••	1	•	nt .	Canton	pore to Bhatinda iniwala to Ferozepo	Hu		
		- 1					_ •				
	90.86							branch-	Pathan		
		1-1-84	} 6-12-81		•			sar to Dinanagar agar to Pathánkot			
	15'48	8-6-84	) r	$\cdot$	•	•	•	agar to Pathánkot	Dir		
	66170			1							
	<u> </u>			1			1 D - all	T			
590.7	•••	<b>'''</b>	•••		•	•	il Branch	10			
2,035*1	•••	•••	•••	•	TION)	AL SEC	Commer	TAL OPEN MILEAGE TION (MILITARY)-	FRONTIER Main line		
								gar—	Sind-		
		‡1-1-80 ‡1-2-80	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\		•	•		Íusa to Bahá-ud-dir 1d-din to Hariah			
		\$10.4-80	\\ \begin{align*} 24-7-7/\\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\		•		•	to Malakwal	Hai		
	175'04	15-8-87			•	•		wál to Bhakkar	Ma		
		22-1-87 1-2-90	•••		•	k .	ink Sheasth	wál to Bhakkar ar to Chenab west b west bank to Che	Bh		
		1-1-89	•••		•	•	Shah.	b east bank to She	Che		
24.6							n 1:na	Total M	1		
344.6	•••	***	•••		•	•	n me	hes-	Br		
								sálgarh branch-	I		
1	60.20	1-4-81	Sep. '79		•	•	ar .	olra Junction to Lar angar to Khusálgar	1		
	9.66	18-7-83	1) " " (		•	•	n .	liusálgarh, new stat	į		
1	70'16			Ì				ra branch-	,		
}	8.99	‡10 <b>-</b> 4-80	24.7-77			•		alakwál to Miani	1		
		‡2-2-82	25-10-81	$\cdot$	•	•	•	iani to Bhera			
	18.10							ganwalah branch-	l B		
	10.84	•••	•••				ıla .	aranpur to Bhagan			
l		,	٦			ninec	awan cal	<i>wra branch</i> — nalisa Junction to I	A		
	6.36	‡1-1-83 }	}		•	umes.	· ·	hewra to Dandot			
	8.21	,	77 11					• • •	,		
	36.33	15-3-92	Kundian to Mianwali,					<i>i branch</i> — undián to Mári .	A.		
	30 30	15-3-92	27-2-86		•	•		a Ghazi Khan bran	I		
	11.27	1-4-87	•…		•	•		alımud Kot to Gház awar-Jamrud bra	E		
	11'04	1-1-01		.	•		://	sháwar to Jamrud			
					1. P			i-Attock branch-	M		
	18.45	1=4-00		"	to Bas	ation)	nt (new	mbellpore Cantons Junction			
	53.91	1-4-99	•••		•	•	Khel	nd Junction to Dau			
	72.36										
238.6	•••	***	•••		Total Branches						
				1	•	ACAD	te Cint	TOTAL OPEN MILE			
583.2	•••	•••	•••	.1	•	ARDA	אונה יסו	TOTAL OFEN MILE			
583.2	(	 			_		·				
	1 }	***	•••	1	•	over	Carrie				

Includes 26 28 miles of mixed gauge between Kotkaputa and Bhatinda.
† This is a military line and is not intended to be used for ordinary public traffic.

Appendix '47. History of railways.

#### REMARKS.

- . 3. Southern Punjab (Delhi-Samasata) railway-concld.
  - (b) General conditions—concld.
  - (ii) Currency of contract.—Government may, by giving 12 months' notice, determine the contract on the 31st December 1919, or on the 31st December 1929 or 1939, paying to the Company in sterling a sum equal to 25 times the average of the Company's share of the net earnings of the railway during the last preceding five years, not exceeding by more than 20 per cent., the total capital expenditure of the Company in sterling, nor being less than such capital expenditure. Government may also determine the contract on the 31st December 1948, paying to the Company in sterling a sum equal to the total capital expenditure in sterling.
  - (iii) Power of Company to surrender contract .- Nil.
  - (iv) Terms of working.—Government undertake to work and maintain the line and provide rolling-stock, at 52 per cent. of the gross earnings. Surplus profits in excess of 33 per cent. per annum on the total capital expenditure in sterling are divisible equally at the close of each year between the Government and the Company.
  - (v) Rates and fares.—Rates and fares to be fixed by Government within the maximum and minimum rates and fares in force on the North Western State railway.
  - (vi) General remarks.—The Southern Punjab railway runs from Delhi viā Bhatinda to Samasata on the North Western State railway, shortening the distance by railway between Delhi and Kurrachec by 187 miles, as compared with the route viā Umballa and Lahore.
- 4. Rajpura-Bhatinda railway-
  - (a) The Rajpura-Bhatinda railway is owned by the Patiala State and is worked by the North Western railway under the following contract—

Contract of—30th January 1893 (between the Secretary of State and the Patiala Darbar) for maintenance and working.

- (b) The general conditions of the contract are as follows:—
  - (i) Government aid.—The line has been constructed at the cost of the Patiála Darbar.
  - (ii) Currency of contract.—The contract is terminable on the 1st January or 1st July in any year, on six months' notice by either party. On breach of any of the provisions of the contract, if not remedied within six months of notice, the Secretary of State may determine the contract. Upon the determination of the contract, the North Western State railway will give to the Patiála Darbar possession of the railway, works, surveys and stores, and, on this being done, the Patiála Darbar will indemnify the North Western State railway of all debts and liabilities incurred for the Rájpura-Bhátinda railway then subsisting. The working stores provided by the North Western State railway may, if desired by that railway, be taken over at a valuation to be mutually agreed to.
  - (iii) Terms of working.—After deduction of 55 per cent. of the gross receipts of the Rájpura-Bhátinda railway for working expenses, the balance to be paid over to the Patiála Darbar.
  - (iv) Rates and fares.—Rates and fares as in force on the North Western State railway.
- 5. Ludhiana-Dhuri-Jakhal railway-
  - (a) The Ludhiana-Dhuri-Jakhal railway is worked under the following contract:-

Contract of—6th September 1899 (between the Secretary of State and the Maler Kotla and Jind Darbars) for construction and working.

- (b) The general conditions of the contract are as follows:-
  - (i) Government aid.—The line was constructed at the cost of the Maler Kotla and Jind Darbars.
  - (ii) Currency of contract.—The contract is terminable on the 31st December 1904, or on the 1st January or 1st July in any year thereafter, on six months' notice by either party. On breach of any of the provisions of the contract, if not remedied within six months of notice, the Sccretary of State may determine the contract. Upon the determination of the contract the North Western State railway will give to the Maler Kotla and Jind Darbars possession of the railway, works, surveys and stores, and, on this being done, the Maler Kotla and Jind Darbars will indemnify the North Western State railway of all debts and liabilities incurred for the Ludhiana-Dhuri-Jakhal railway then subsisting. The working stores provided by the North Western State railway may, if desired by that railway, be taken over at a valuation to be mutually agreed to.
  - (iii) Terms of working.—After deduction of 55 per cent. of the gross receipts for working expenses, the balance to be paid to the Maler Kotla and Jind Darbars to be divided between them in the proportion of that and this, respectively.
  - (iv) Rates and fares.—Rates and fares as in force on the North Western State railway.

	Histor	y of railways	constructe	d and in	progress
Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total,
7 (a)	NORTH WESTERN SYSTEM—contd.			Miles.	Miles.
	(5' 6" gauge.) Brought forward			{	2,035'44
	FRONTIER SECTION (MILITARY)-concld.				583.20
	Sind-Pishin— Rukh to Sibi	Oct. '79	2-5-80 20-3-87 28-8-87  25-1-88 1-1-92	132·22 74·80 61·13 0·31 38·14 29·40	
:	TOTAL, SIND-PISHIN  Mushkaf-Bolan Sibi (Point No. 51) to Quetta south distant signal .	•••	15-4-97	86.74	336.00
	Quetta loop— Quetta south distant signal to Bostán (Point No. 1) Nari bank to Rindli Mithri chord.	•••	28-8-87  1-1-98	20'59 13'81 1'34	
	Total, Mushkaf-Bolan .	<b></b>	•••	35'74	122.48
	TOTAL OPEN MILEAGE, FRONTIER SECTION (MILITARY) .		•••	•••	1,041.68
	DOUBLE LINE (COMMERCIAL AND MILITARY SECTIONS)-				
	Kiámári to Kurrachee City  Kurrachee City to Kurrachee Cantonment  Kurrachee Cantonment to Pipri  Pipri to Kotri  Mecan Mecr East to Mecan Meer West  Gulistán to Chaman  A-bi-Gum to Kolpur	  	30-6-97 13-5-61 20-6-97 3-5-98 10-12-91 20-9-92	3.06 2.30 20.75 81.89 2.13 36.82 23.54	
	TOTAL DOUBLE LINE .	,,,		170.49	
	GRAND TOTAL, NORTH WESTERN (COMMERCIAL AND MILITARY).	•••			3,077'12
7 (b)	Southern Punjab (Delhi-Samasata)— (5' 6" gauge.)				
	Main line Delhi viá Bhatinda to Samasata	171	10-11-97	400.22	
1	Branch-				
	Narwana to Kaithal—		1-2-99	23'38	
	Total, Southern Punjab .		•••	•••	423'93
7 (c)	RAJPURA-BHATINDA (PATIALA STATE RAILWAY)— (5' 6" gauge.)		•		
	Rájpura to Patiála	7-12-83	1-11-84	15'77	
	Patiála to Bhátinda	April '88	13-10-89	91.28	
	Total, Rajpura-Bhatinda 🛝		•••		107:05
	Carried over .		•••	•••	3,608.10

## REMARKS.

- 6. Jammu and Kashmir railway (Native State section)-
  - (a) The Jammu and Kashmir railway is worked under the following contracts:-

Contract of-14th July 1888 (between the Government of India and the Kashmir Darbar) for construction and working.

> 18th November 1890 .- Supplementary agreement (between the Government of India and the Kashmir Darbar) relative to the provision of capital.

> 28th April 1898.—Memorandum of revised terms (between the Government of India and the Kashmir Darbar) for working.

- (b) The general conditions of the contracts are as follows:—
  - (i) Government aid .- The line was constructed at the cost of the Kashmir Darbar.
  - (ii) Currency of contract.—Either party can revise the contract on giving six months' notice.
  - (iii) Terms of working. The North Western State railway work and maintain the line, including supply of rolling-stock, for 55.5 per cent. of the gross earnings. The balance is paid to the Kashmir Darbar.
  - (v) Rates and fares.—Rates and fares as are from time to time in force on the main line section of the North Western State railway.
- 7. General remarks—The North Western railway has running powers over the following sections of foreign lines:—Ghaziabad to Delhi, 13:00 miles, of the East Indian railway, and Delhi to junction with the Southern Punjab railway, 1.33 miles, belonging to the Delhi-Umballa-Kalka railway.
- 8. Details of construction—
  - (a) Permanent-way-
    - North Western railway.—The permanent way is of various types. Of iron rails, there are 93'31 miles, 60 lb. flat-footed; 44'09 miles, 68 lb. double-headed; 50'93 miles, 60 lb. bull-headed; 9'90 miles, 82 lb. double-headed and 2'13 miles, 68 lb. bull-headed. Of steel railes, there are 1.90 miles, 70 lb. flat-footed; 378.30 miles, 62 lb. flat-footed; 2,008.43 miles, 75 lb. flat-footed; 8.30 miles 64 lb. double-headed; 97.23 miles, 68 lb. double-headed; 106.92 miles, 75 lb. double-headed; 184.10 miles, 68 lb. bull-headed; 44.30 miles, 84 lb. bull-headed; 23.60 miles, 100 lb. flat-footed; 45.19 miles, 77½ lb. bull-headed; and 105.09 miles, 73 lb. bull-headed. The sleepers chiefly used are of wood or cast iron (oval or round) pots and steel transverse.
    - Southern Punjab, Rajpura-Bhatinda, Jammu and Kashmir and Ludhiana-Dhuri-Jakhal railways.—The permanent-way consists of 75 lb. flat-footed steel rails laid on transverse sleepers of crossoted pine and deodar, or steel. The line from Rajpura to Patiala is laid with steel rails, 68 lb. to the yard, on deodar sleepers.
    - Dandot Light railway.—The permanent-way consists of old metre gauge 36 lb. and 40 lb. rails laid on deodar sleepers.
    - Nowshera-Durgai and Khusalgarh-Kohat-Thal railways.—The permanent-way consists of flatfooted steel rails, 35 lb. to the yard, laid on wooden sleepers, except on the Kohat-Thal section which will be laid with 21 lb. steel rails on wooden sleepers.
    - (b) Ballast.—The lines are ballasted throughout.
    - (c) Tunnels.—The lines are ballasted throughout.

      (c) Tunnels.—The following are the tunnels of 500 feet length and over:—Sohawa (between Taraki and Sohawa), 538·25 feet; Margalla (between Sang Jani and Serai Kala), 950 feet; Attock No. 4, 677·50 feet; Attock No. 5 (between Attock and Khairabad), 722 feet; Mushkaf No. 2, 650 feet; Mushkaf No. 4 (between Mushkaf and Occpur), 529 feet; Ocepur No. 7 (between Ocepur and Panir), 739 feet; Panir No. 9 (between Panir and Peshi), 3,218 feet; Rift No. 11 A, 571 feet; Seetal No. 12 (between Panir and Peshi), 1,035 feet; Cascade No. 14 (between Hirok and Dozan), 542 feet; Mary Janc No. 16 (between Dozan and Kolpur), 681 feet; Khojak No. 18,12,870 feet; tunnel No. 20,756 feet; tunnel No. 23 (between Shelabagh and Sanzal), 800 feet; Gundakinduff No. 3, 569·50 feet; Kuchali Lower No. 4 (between Baberkach and Kuchali), 506 feet; Karez No. ½, 806 feet; Karez No. ½, 2,034 feet; Rift bridge No. 10, 540 feet; Lower Chapper No. 11, 592 feet; Iron gate No. 13 (between Dirgi and Mangi), 1,227 feet; Mudgorge No. 15 (between Mangi and Mudgorge), 1,087 feet; Mari No. 1, 1,180 feet; No. 2, 854 feet; No. 3, 1,775 feet; No. 4, 1,130 feet; No. 5, 1,614 feet; No. 6, 1897 feet; No. 9, and Siala between Chhab and Uchhri), 1,300 feet and 545 feet respectively. respectively.

		of ranways		<u> </u>	7 8 000
Class.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
7 (a)	NORTH WESTERN SYSTEM—concld.			Miles.	Miles.
	Brought forward .	•••		•••	3,608.10
7 (d)	JAMMU AND KASHMIR (KASHMIR STATE)— (5' 6" gauge.)	,			<del></del> -
	Frontier of the Kashmir State to the left bank of the Tawi river near Jammu	25-2-88	15-3-90	15'92	
	Total, Jammu and Kashmir .	•••			15.92
<b>7</b> (f)	Nowshera.Durgai— (2' 6" gauge.)				
٠.	Nowshera to Durgai	15.5-00	1-1-01	40'ar	
	Total, Nowshera-Durgai	15-5-99		40'25	4
- (1)		•••	•••	•••	40'25
7 (e)	Ludhiana-Dhuri-Jakhal— (5' 6" gauge.)				
	Ludhiana vid Dhuri to Jakhal	6-10-99	10-4-01	78.66	
	Total, Ludhiana-Dhuri-Jakhal .	•••		,,,	<b>7</b> 8·66
7 (g)	DANDOT LIGHT— (2' o" gauge.)				
	Dandot station to the mouth of the main mine		5-7-89	1.29	
	Head of middle incline to shaft No. 10 of outcrop mine .	,	1-7-93	1.59	
	Head of upper incline to Pidh coal platform	<b>,</b>	6-6-95	3.00	
	, Total, Dandot .		•••	•••	6.18
	Grand total open mileage, North Western system .				3,749*11
	Lines under construction or sanctioned for construction—				
7 (h)	Khusalgarh-Kohat-Thal (2' 6" gauge.)				
	Khusálgarh viá Kohat to Thal	31-10-00	Uncertain	92.50	
	Total, Khusalgarh-Kohat-Thal .		•••	• • •	92°20
	JECH-DOOAB—— (5' 6" gauge.)				
	Malakwal to the Karana Hills		•••	51.40	51.40
	Total, Lines under construction .	•••	•••	•••	143.60
	GRAND TOTAL, NORTH WESTERN SYSTEM .	•••	f••	•••	3,892.71
7 (ƒ)	NOWSHERA-DURGAI—				
-	(See North Western System.)				

#### RRMARKS.

## 8. Details of construction.—concld.

Kiámári and Kurrachee City), 32 spans of 40'; Baran viaduct (between Meting and Bholari), 32 spans of 45 feet; Bridge No. 135 (between Chidarzai and Ab-i-Gum), 20 spans of 60 feet; Empress (between Adamwáhan and Adamwáhan bridge) 16 spans of 250 feet; Chenab (between Sher Shah and Chenab west bank), 17 spans of 200 feet; Kaisar-i-Hind (between Ganda Singhwála and Hussainiwala), 27 spans of 150 feet; Beas (between Beas and Beas east bank), 32 spans of 100' and 2 spans of 120 feet; Ravi (between Shahdara and Badami Bag), 15 spans of 90 feet; Sutlej (between Phillour and Ladhowal), 41 spans of 99 feet, 4 spans of 71 feet, 1 span of 99 feet and 2 spans of 100 feet; Jumna (between Kersian and Barara), 9 spans of 99 feet and 2 spans of 100 feet; Jumna (between Wazirabad and Kathála), 28 spans of 133 50 feet; Victoria (between Malakwal and Haranpur), 17 spans of 150 feet; Jhelum (between Karyala and Jhelum) 50 spans of 90 feet and 1 span of 18 50 feet; Attock (between Khairabad and Attock), 2 spans of 296 25 feet, 3 spans of 246 25 feet and 2 spans of 40 feet; Lansdowne (between Sukkur and Rohri), 1 span of 790 feet, 1 span of 270 feet, 1 span of 230 feet and 1 span of 90 feet.

Khusalgarh-Kohat-Thal railway.—The Indus at Khusalgarh will, for the present, be crossed by a cable way, the clear cable span from saddle to saddle being 1,100 feet.

## (e) Fencing-

North Western railway.—The main line, Ferozepore and Pathankot branches and the Ludhiana-Duri-Jakhal railway are, for the most part, fenced on both sides. The section from Lála Musa to Peshawar is, however, only partially fenced. The Wazirabad and Khusálgarh branches are unfenced, except at stations. The Sind-Sagar railway is unfenced, except on the portion from Sher Shah to Chenab west bank. The Kundián-Miánwáli branch is unfenced throughout. The Sind-Pishin main line is fenced from Ruk Junction to Jhatpat; the remainder of the line is unfenced. The Sibi-Nari bank and Quetta-Bostán sections are unfenced.

The Rajpura-Bhatinda railway.—The line is fenced from Rajpura to Patiala only. The rest of the system is unfenced.

The Ludhiana-Dhuri-Jakhal railway.—The line is fenced throughout.

## (f) Curves-

5'6" gauge.—Of curves under a radius of 1,000 feet, there are 25'73 miles distributed over the line varying from 455 feet to 990 feet in radius.

Dandot-Light railway.—One semi-circular curve of a radius of 75 feet is used to enable the line to turn on itself.

Nowshera-Durgai railway.—The sharpest curve is 477 feet radius.

(g) Gradients.—Of a total open mileage of 3,749'11 miles on the system, 71'19 miles are on a gradient of 1 in 50 or steeper. On the Dandot Light railway, the ruling gradient is 1 in 2'50 over a length of 0'24 mile.

Class:	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
6 (a)	OUDH AND ROHILKHAND SYSTEM— (5 6" gauge.)			Miles.	Miles.
	Main line- Moghal Serai to mile 3'25		22-12-62	3'25	
	From mile 3.25 south of the Dufferin bridge to the Benares Ganges station From the Benares Ganges station to Benares Canton-		1-10-87	4.5	
4	ment  Benares Cantonment to Rae Bareli  Lucknow to Rae Bareli  Lucknow to Sandila  Sandila to Hardoi  Hardoi to Sháhjahánpur  Sháhjahánpur to Faridpur  Faridpur to Bareilly  Bareilly to Moradabad (chord line vid Rámpur)  Moradabad to Nagina  Nagina to Najibabad  Najibabad to Saháranpur	Oct. 1895 5-8-91   4-12-91 29-8-81	18 6.83 4-1-98 18-10-93 1-2-72 15-7-72 1-3-73 8-9-73 1-11-73 8-5-94 8-10-84 1-4-85 1-1-86	1.50 138.36 48.50 30.00 33.00 32.00 13.00 56.07 47.25 13.70 58.25	
	Loop lines-			518.10	
	Bareilly to Ukka Ukka to Aonla Aonla to Chandausi Chandausi to Moradabad Benares Cantonment to Shahganj Shahganj to Bilwai Bilwai to Malipur Malipur to Akbarpur Akbarpur to Fyzabad Fyzabad to Bara Banki Bara Banki to Lucknow		22-12-73 1-11-73 10-6-73 28-10-72 5-1-74 1-5-74 17-4-74 2-3-74 10-6-73 25-11-72	5'00 11'00 27'00 27'50 56'03 7'00 9'00 12'00 36'00 62'00 17'00	•
1	Total Main and Loop lines .	•••	•••	•••	787.72
	Branches—  Moradabad to Gajroula  Gajroula to Gháziabad	} 8-4 <b>-</b> 97{	1-4-00 25-11-00	33'40 53'37	
1				86.77	
	Ajodhya ghát branch— Ránupáli to Ajodhya ghat	16-12-84	15-11-86	3,55	
	Bara Banki to Bahramghat	•••	20-11-72	21'52	
	Lucknow to Cawnpore Left bank Ganges to junction with the East Indian rail-	Jany. 1864	23-4-67	42.00	
ļ	way at Cawnpore	•••	15-7-75	3,53	
1	Cawnpore	•••	21-2-88	0.53	
1	Aligarh branch—			45'45	
	Aligarh to Rájghat	•••	1-2-72 28-10-72	30.15	
	Hardwar branch— Lhaksar Junction to the left bank of the Ganges Canal	`		60.60	
	Jawálapur .  Left bank of the Ganges Canal near Jawálapur to Hardwar	15-5-83	1-1-86 20-8-86	13.23 3.23	
	Kotdwara branch— Najibabad Junction to the right bank of the Koh river			17.06	
	opposite Kotdwára	Oct. 1895	24-12-96	15.10	1
	Total Branches .	***	•••	•••	249.81
	TOTAL, OPEN MILEAGE OUDH AND ROHILKHAND PROPER .	•••	•••	***	1,037'53
	Carried over .	:	•••	•••	1,037'53

## REMARKS.

r. Lines comprising system.—The Oudh and Rohilkha	nd rai	ilway	system is	made up of :-	Miles.
(a) Oudh and Rohilkhand State railway (5' 6" gar (b) Hardwar-Dehra railway (5' 6" gauge) (c) Cawnpore Burhwal (3' 3\frac{3}{3}\text{" gauge) link} (d) Allahabad-Fyzabad railway (5' 6" gauge).		•	Open line. Miles , 1,037°53 32°04 79°60	Under construction. Miles.	Total Miles. 1,037'53 32'04 79'60 94'67
Total			1,149'17	04.67	1.243'84

## 2. Oudh and Rohilkhand State railway-

- (a) The Oudh and Rohilkhand railway is owned and worked by the State.
  - (i) General remarks.—The Oudh and Rohilkhand railway was acquired by the State from the late guaranteed Company on the 1st January 1889.
    - A tramway constructed at the expense of Messrs. Carew & Co. connects the Rosa Sugar factory with Rosa station on the Oudh and Rohilkhand State railway. This tramway is 3.25 miles long and is worked by manual power. It is used for goods traffic only.
    - The construction of the Cawnpore-Burhwal (3' 32" gauge) link was sanctioned as a part of the project for linking up the metre gauge systems of Northern India. The mileage shown excludes 3.66 miles of the existing line of the Lucknow-Bareilly railway between Daliganj and Aishbagh, which forms a part of the alignment of this line. Starting from the north of Burhwal station, on the Oudh and Rohilkhand State railway, it runs up to Bara Banki along a third rail laid inside the Oudh and Rohilkhand State railway line, and thence on to Malhaur a separate 3' 32" track has been laid parallel to, and 14 feet distant from, the Oudh and Rohilkhand railway track. From Malhaur it deviates to the east, over new country and joins the Lucknow-Bareilly railway at the north end of Daliganj station. Passing through Daliganj, the Lucknow-Bareilly railway is utilized to Aishbagh, where it crosses that railway and runs for 2.08 miles over new country; it joins the Cawnpore branch of the Oudh and Rohilkhand State railway at mile 2.80 from Lucknow, then runs parallel to the latter line up to the Cawnpore bridge station, from which point a third rail has been laid across the Ganges bridge. After clearing the bridge, the separate track, parallel to the Oudh and Rohilkhand railway is resumed and followed up to and through the Cawnpore (Oudh and Rohilkhand State railway) station yard, and, passing on, crosses the Grand Trunk Road, Ganges canal, and East Indian railway goods siding on a grade crossing, and joins the Cawnpore-Achnera railway at mile 83.26.

## 3. Hardwar-Dehra railway.—

(a) The Hardwar-Dehra railway is worked under the following contract:

Contract of.—26th March 1897 (between the Secretary of State and the Hardwar-Dehra Railway Company) for construction and working.

- (b) The general conditions of the contract are as follows:—
  - (i) Terms of contract.—The Hardwar-Dehra Railway Company is authorised to raise 30 lakhs of rupees as capital; and except for bona fide temporary purposes, at a reasonable rate of interest, the Company cannot, without the sanction of Government or the working agency, increase its share or stock capital.
  - (ii) Government aid.—Interest at 3 per cent. per annum is guaranteed. Government also allow Rs. 3,600 for office and management expenses in any year in which the minimum dividend of 3 per cent. is not received by the Company from the earnings of the linc, and pay all legal expenses properly debitable to revenue. Land is also provided free of charge.
  - (iii) Currency of contract.—Government may determine the contract, on twelve months' notice either on the 31st December 1919 or at the expiration of any subsequent period of ten years, by paying a sum equal to 25 times the average yearly net earnings during the three years prior to determination, provided the payment does not exceed by more than 20 per cent., or is not less than, the total capital expenditure.
  - (iv) Power of Company to surrender contract.-Nil.
  - (v) Terms of working.—After deduction of 50 per cent. of the gross earnings for working expenses, and repayment to Government of the interest paid by Government under the contract and attributable to each half-year, the residue, if any, at the end of the year to be divided in equal proportions between the Government and the Company.

	History of railways constructed and in pro-						
Class : No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.		
6 (a)	OUDH AND ROHILKHAND SYSTEM—concld.			Miles.	Miles.		
	Brought forward .	447	•••	•••	1,037.53		
6 (8)	HARDWAR-DEHRA— (5' 6" gauge.)			:			
	Hardwar to Dehra	18-11-96	1-3-00	32.04	7		
	'Total, Hardwar-Dehra .	"	•••	***	32.04		
(c)	Cawnpore-Burhwal— (3' 3\frac{2}{3''} gauge.)	,					
	Burhwal to Daliganj	Oct. 1894	24-11-96	*34*57			
	Aishbagh to Cawnpore	) (	25-4-97	†45'03			
	Total, Cawnpore-Burhwal .	•••	•••	<del>.</del>	79'60		
,							
	Line under construction or sanctioned for construction—						
6 ( <i>d</i> )	Allahabad-Fyzabad— (5' 6" gauge.)						
	Allahabad to Fyzabad	•••	111	94'67			
	Total, Allahabad-Fyzabad .	***	<del></del>	::	94'67		
	GRAND TOTAL, OUDH AND ROHILKHAND SYSTEM .	<del></del>	•••	<del></del>	1 <b>,24</b> 3'84		

^{*} Including the length Burhwal to Bara Banki, 16'70 miles, laid on a mixed gauge.
† Including the length over the Cawnpore bridge, 0'59 mile, laid on a mixed gauge,

#### REMARKS.

- 3. Hardwar-Dehra railway-concluded.
  - (b) General conditions—concluded.
    - (vi) Rates and fares.—Rates and fares to be arranged between Government and the working agency within one-and-a half times the maximum and minimum rates and fares in force on the Oudh and Rohilkhand railway.
- 4. General remarks.—One mile of the Oudh and Rohilkhand railway at Cawnpore is worked over by the Indian Midland railway.

The Cawnpore-Burhwal, 3' 33" gauge, link works over 3.66 miles of the Lucknow-Bareilly railway between Daliganj and Aishbagh.

- 5. Details of construction.-
  - (a) Permanent-way.—The permanent-way at first adopted for the 5'6" gauge portion of the system was a 60 lb. iron rail, laid partly on cast-iron oval bowl, and partly on wrought-iron saddle-back sleepers. Up to 1889, the original iron rails had been replaced by 60 lb. steel rails, and since 1889, all renewals have been made with 75 lb. steel rails of the Indian State railway pattern, laid on metal or wooden sleepers, the former being steel bowls, or cast iron bowls locally made, the latter sâl and deodar. All new lines are laid with 75 lb. steel rails and metal or wooden sleepers.
    - Campore-Burhwal.—Where the line is not mixed gauge, it is laid with new 50 lb. steel rails.
  - (b) Ballast.—The line is ballasted throughout, either with sand or earth with a covering of broken brick or kunkur, or kunkur stone or shingle.
  - (c) Bridges.—The following are the important bridges of 1,000 feet and over:—Dufferin (between Moghal Serai and Kashi), 7 spans of 331 feet and 9 spans of 103 feet; Sai (between Jalalganj and Zafrabad), 2 spans of 588 feet and 16 spans of 57.5 feet; Goomtee (between Zafrabad and Jaunpur City), 16 spans of 82 feet; Ganges (between Ganges bridge and Cawnpore), 23 spans of 100 feet, 2 spans of 96 feet and 2 spans of 40 feet; Gurrah (between Sháhjahánpur and Banthra), 18 spans of 66 feet; Ramgunga (between Barcilly and Basharatgunj), 31 spans of 56 feet, 1 span of 72 feet, 1 span of 58 feet and 1 span of 55 feet; Ganges (between Bahrala and Rajghat), 33 spans of 80 feet; Kosi (between Rámpur and Rajhera), 10 spans of 98.56 feet; Ramgunga (between Rajhera and Moradabad), 10 spans of 200 feet; Bangunga (between Raisi and Lhaksar), 14 spans of 92.6 feet; Ganges (between Balawali and Raisi), 11 spans of 249 feet; Solani (between Landhaura and Lhaksar), 11 spans of 149.58 feet.
  - (d) Fencing.—The line is fenced throughout, except on the Hardwar-Dehra branch which is only partially fenced.
  - (e) Curves.—There are no curves of a shorter radius than 1,000 feet, except on the Cawnpore-Burhwal railway where the sharpest curve has a radius of 573 feet.
  - (f) Gradients. Of a total open mileage on the system of 1149.17 miles, 9.30 miles are on a gradient of 1 in 80 or steeper.

Class:	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
9(j)	PALANPUR-DEESA— (See Bombay, Baroda and Central India system.)				
4 (c)	PARLAKIMEDI LIGHT— (See Bengal-Nágpur system.)		,		`
9 (d) & (e)	PETLAD-CAMBAY—  (See Bombay, Baroda and Central India system.)			,	
23(d)	PONDICHERRY— (See South Indian system)				
17(c)	POWAYAN LIGHT— (See Rohilkund and Kumaon system.)			,	٠
4(b)	RAIPUR-DHAMTARI— (See Bengal-Nágpur system.)				
9(1)	RAJPIPLA— '(See Bombay, Baroda and Central India system.)	,	•		
7(c)	RAJPURA-BHATINDA— (See North Western system.)			1	•
9 (g)	RAJPUTANA-MALWA— (See Bombay, Baroda and Central India system.)				

Appendix 47.

	, alphabetically arranged.	History of railway
•	Remarks.	
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lass : No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total
		Sanction.	- opening.	Miles.	Miles.
8 (a)	RÁNAGHAT-KRISHNAGAR LIGHT—			Mines.	miles.
	(2' 6" gauge.) Right bank of the Churni river (Aistala Ghát) near Ránaghat				
	Right bank of the Churni river (Aistala Ghát) near Ránaghat to Krishnagar	Decr. 1895.	5 <b>-</b> 4-99	20.22	
ļ	TOTAL, RANAGHAT-KRISHNAGAR LIGHT	•••	•••	•••	2012
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1					
7   F	REWAH—				
	(See East Indian system.)				
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## REMARKS.

## I. Ranaghat-Krishnagar Light railway-

(a) The Ránaghat-Krishnagar Light railway is maintained and worked on the terms in Bengal Government, Public Works Department Notification No. 334, dated the 16th December 1895 under the following agreement:—

Agreement of—6th September 1895 (between the Ránaghat-Krishnagar Light Railway Company and the District Board of Nadia).

- (b) The general conditions are as follows:-
  - (i) Aid by the District Board.—The District Board make up the net earnings of the Company to Rs. 1,473 per mile per annum constructed and declared open, limited to a maximum claim of Rs. 28,000 per annum.
  - (ii) Currency of agreement.—The District Board may determine agreement by purchase under section 41, Act III of 1883 (Bengal Code), the amount payable being calculated at 20 years' purchase of the average net annual profits to the Company during the four years preceding, together with a bonus of 20 per cent. on the amount so arrived at.
  - (iii) Terms of working.—When the net earnings of the Company, after deducting any commission payable to Agents, exceed 4 per cent. upon the capital, such surplus profits exceeding 4 per cent. and not exceeding 8 per cent. are divided equally between the Company and the District Board; and when the net earnings exceed 8 per cent. upon the capital, the Company receive one-fourth share of the surplus, the remaining three-fourths of such surplus being equally divided between the District Board and Government.
  - (iv) Rates and fares.—The same rates and fares as are in force on the Howrah-Amta railway.
  - (v) General remarks.—The line has been constructed on the old Government embankment made for the abandoned Ranaghat-Bhagwangola railway. On the 23rd February 1899, the Indian Railways Act, IX of 1890, except section 135 was applied to the line. A siding, 1.50 miles long, has been constructed by the Eastern Bengal State railway on the 5'6" gauge, and runs from the Ránaghat station to the left bank of the Churni and connects with the railway by a ferry worked by the Ránaghat-Krishnagar Light railway.

## 2. Details of construction.—

- (a) Permanent-way.—The permanent-way consists of 25lb. steel rails, Vignole's pattern, and cross sleepers of pyinkado, 9 per rail of 24 feet.
- (b) Ballast.—The line is ballasted throughout with brick.
- (c) Fencing.—The line is unfenced.
- (d) Curves.—The sharpest curve is of 600 feet radius.
- (e) Gradients.—Of a total length of 20'25 miles, o'80 mile is on a gradient of 1 in 300, or steeper.

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
17 (a)	ROHILKUND AND KUMAON SYSTEM_			Miles.	Miles.
	(3' 3\frac{3}{2}" gauge.)				
	Company's section—				
	Bhoojeepura to Kathgodam	1882	.12-10-84	53.93	
	Total Company's section				<b>53'</b> 92
17 (b)	Lucknow-Bareilly State railway section-				
	(3' 3\frac{1}{2}" gauge,)			}	
	Main line—				
	Lucknow to Sitapur	·h (	15-11-86	55.00	
	Sitapur to Lakhimpur	8-10-84	15-4-87	28.20	
	Lakhimpur to Gola Gokaran Náth	. }	15-12-87	21.20	
	Gola Gokaran Náth to Pilibhit	. 27-12-89	1-4-91	57.55	
	Pilibhit to Bhoojeepura	Bareilly to	:	24.00	
	Bhoojeepura to Bareilly	on 17-3-82. Mile 4.62 to Pilibhit, 24-	12-10-84	12.00	
	Total Main line	2-83.		***	198.55
	Branches-		1 '		
	Bareilly grain siding	. 24-3-92	1-4-94	1'75	
	Dudhwa branch-				
	Mailani to Sarda	. Mailani to	1-1-93	15'00	
	Sarda to Sohela	Dudhwa, 3-12-90;	10-3-93	8.50	
	Sohela to Sonaripur	Dudhwa to Sonaripur	18-3-94	7'37	
	Total Branches	2-11-93	•••		32.62
	Total open mileage, Lucknow-Bareilly			•••	231.1
	Line under construction or sanctioned for construction—				
	Dudhwa bransh—				
	Dudhwa to Mohan river	. 12-4-01		5.96	
	Total Line under construction				5'96
	TOTAL, LUCKNOW-BAREILLY SECTION				237:13
17(0)	Powayan Light— (2' 6" gauge.)				
	Shahjahanpur to Powayan Powayan to Khotar Khotar to Mailani	: } Jany. 1889 Feby. 1894.	. { 17-6-90 19-5-91 22-12-94	17.00 14.00 8 50	
	TOTAL, POWAYAN LIGHT	•			39'5
	GRAND TOTAL, ROHILKUND AND KUMAON SYSTEM				330.27

## REMARKS.

T Lines comprising system.—The Robits and re							
1, Lines comprising system.—The Rohilkund and Kumad	n ra	ilway	y syst	em i	s made up	o of—	
					Open line.	Under	Total.
(a) Rohilkund and Kumaon railway (3' 3\frac{3}{8}" gauge) (b) Lucknow-Bareilly State railway (3' 3\frac{3}{8}" gauge)					Miles.	Miles.	Miles.
(b) Lucknow-Bareilly State railway (2' 23" Bauge)	•	•	•	•	<b>53</b> .9 <b>2</b>	***	53.92
(c) Powayan light railway (2' 6" gauge)	•	•	•	•	231'17	5.96	237'13
(7 Sauge)	٠	•	•	•	39.50	٠	39.20
	To	tal	•		324.29	5.96	330.22

2. Rohilkund and Kumaon and Lucknow-Bareilly State railways.-

(a) The Robilkund and Kumaon, and Lucknow-Bareilly State railways are worked under the following contracts-

Contract of-12th October 1882.-Rohilkund and Kumaon Railways Company's original contract.

8th September 1890.—Contract for the working and maintenance of the Lucknow-Bareilly State railway and the Rohilkund and Kumaon Company's line as one system. (Principal contract).

Relating to advances of capital by Government.

5th February 1901.—Contract modifying the terms of the previous contracts.

(b) The general conditions of the contracts are as follows:-

(i) Government aid.—Company's section.—Government guaranteed interest at 4 per cent. in sterling on the capital expended up to £200,000 until the line was opened for traffic, but not for longer than the first two years of the contract; thereafter a subsidy of Rs. 20,000 half-yearly for ten years from date of opening, which ceased after 31st December 1894. Land was provided free, subject to the condition that the Company pay on demand to Government the cost price of land purchased by the latter subsequent to the date

of the principal contract.

Lucknow-Bareilly section.—The Company to raise £160,000 capital by debentures which Government guarantees as to repayment of capital and payment of interest, the Company undertaking to reimburse Government from its own funds any amount by which the guarantee may exceed the annual limit of Rs. 96,000. Land was also provided free of charge.

Note.—All sums to be advanced by Government after the 31st December 1900 bear interest at the rate of 3½ per cent. per annum under agreement dated the 5th February 1901.

(ii) Terms of contract.—The Lucknow-Bareilly section was taken over in an unfinished state by the Company which raised the sum of £ 160,837 by the issue of debentures for the purpose of completing it. The remainder of the capital expended has been supplied by Government. The contract provides that the railway shall be worked in conjunction with the Company's own line, a joint account of working expenses being kept and the total amount divided half-yearly between the State line and the Company's line in proportion to their respective gross carnings.

(iii) Currency of contracts .-

Rohilkund and Kumaon railway.—Government may terminate the contract at the end of the 30th year (i.e., on the 31st December 1912) or the 50th year (i.e., on the 31st December 1932) by giving 12 months' notice. If the contract terminate by such notice or by efflux of time, Government is to pay 25 times the average net earnings, deducting the Government share of surplus profits during the 5 years preceding the termination. The Government may also determine the contract at any time on six months' notice, if the Company fail to observe their obligations, on payment of the value of permanent-way, stock and plant, or may call upon the Company to accept the same in lieu of payment in which case the Company must remove their property within nine months from termination of contract, otherwise it becomes the property of the Government.

Lucknow-Bareilly State railway.—Government may determine the contract on the 31st December 1907, or on the 31st December of any subsequent year by giving twelve months' notice. In the event, however, of the original contract dated the 12th October 1882 terminating by efflux of time or under notice of purchase or notice of determination, this contract ipso facto also terminates at the same time. Government may also terminate the contract if the Company fail to observe their obligations after six months' notice. On determination of the contract, Government resume possession of the State railway on payment to the Company of the amount of the capital received or take over their liabilities with respect to such capital.

(iv) Power of Company to surrender contract. -Nil

(v) Terms of working.—Company's section.—During the period that the Government are liable to pay interest, the surplus profits, after repayment of the guaranteed interest, go to the Company. Subsequently, half the surplus profits, after 5 per cent. for the year (within a limit of £ 5,000 for each half-year) has been appropriated to the Company, is to be applied in repayment to Government of arrears of Guaranteed interest and of interest thereon. The other half and any ultimate surplus to belong to the Company. After the year ending 31st December 1897, Government are to receive half the surplus profits in excess of 6 per cent.

Note.—It has been agreed that, in calculating the surplus profits for division, sums received by the Company as their share of the surplus profits of the Lucknow-Bareilly railway shall not be taken into account.

,	Jiisto	ry of railways		a ana in	progress	;
Class : No.	. Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.	
17 (a)	ROHILKUND AND KUMAON SYSTEM—concld.					
						,
16 (c)	SAGAULI-RAXAUL— (See Bengal and North-Western system.)					
II (e)	SHORANUR-COCHIN— (See Madras system.)					
I (c)	SOUTH BEHAR—  (See East Indian system.)	6				
					1	

#### REMARKS.

- 2. Rohilkund and Kumaon and Lucknow-Bareilly State railways-concluded.
  - (b) General conditions-concluded.
    - (v) Terms of working-concluded.

Lucknow-Bareilly section.—The working expenses of the system are divided between the Company's line and the State railway in proportion to their gross earnings, the profits of the State railway being applied:—in meeting payment of interest on the debentures, and of interest at 4 per cent. on any further capital supplied by the Company for the undertaking or advanced by Government; in payment to Government of interest at 4 per cent. on their capital in the undertaking; the residue to be divided half-yearly between Government and the Company in the ratio of their respective shares of capital in the undertaking.

Any insufficiency of the profits to meet the charges under (1) that may be met by money supplied by Government shall be a cumulative preference charge against subsequent profits before division of residue.

- (vi) Rates and fares—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.
- 3. Powayan Light railway—The working and maintenance of this railway was taken over by the Rohilkund and Kumaon Railway Company from the 17th December 1900. The agreement is under consideration.
- 4. General remarks—The Rohilkund and Kumaon railway works over 12'00 miles of the Lucknow-Bareilly State railway from Bhojeepura to Bareilly.
  - The following length of the Lucknow-Bareilly State railway is worked over by the Cawnpore-Burhwal, 3' 3%" gauge, link: Daligani to Aishbagh, 3 66 miles.
- 5. Details of construction.-
  - (a) Permanent-way.—The line is laid principally with 41½ lb. steel rails (with the exception of the old Oudh and Rohulkhand railway 60lb. steel rails between Daliganj and Lucknow Junction), and sal, asna and deodar sleepers. On the Powayan Light railway, the rails are flat-bottomed steel, weighing 25lb. to the yard, laid on sal sleepers.
  - (b) Ballast.—The ballsat consists of brick, shingle and kunker. The Powayan Light railway is earth ballasted.
  - (c) Fencing.—The system is unfenced except at stations.
  - (d) Curves.—The only curve under a radius of 1,000 feet occurs between Lucknow Junction and Lucknow City, the length of which is 0.63 mile.
  - (e) Gradients.—Of a total mileage of 324 59 miles on the system, 13.70 miles are on a gradient of 1 in 100 or steeper.

Class:	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
23 (a)	SOUTH INDIAN SYSTEM— (3' 3\frac{3}{2}" gauge).			Miles.	Miles.
	Madras-Tuticorin section—				
	Main line-				
,	Cuddalore old town to Porto Novo  Porto Novo to Chidambaram  Chidambaram to Coleroon  Coleroon to Shiyali  Shiyali to Mayavaram  Mayavaram to Tanjore	1900	15-1-00 1-1-79 1-9-76 1-1-77 1-10-78 1-7-79 1-1-78 1-7-77 15-2-77	0°33 1°60 76°05 52°01 17°15 6°73 4 57 6°66 12°24 43°76	ţ
	Tanjore to Trichinopoly Junction Trichinopoly Junction to Madura Madura to Tuticorin	May '59 {	11-3-62 1-9 75 1-1-76	31.14 96.04 98.41	
,	Tuticorin to Foreshore	. 1899	7-8-99	0.41	
	Branches Total Main line	•	•••	•••	446·80
	Arkonam branch— Chingleput to Wálajábád Wálajábád to Conjeeveram Conjeeveram to Arkonam  Pondicherry branch—	Nov. '79 {	1-8-80 1-1-81 8-5-65	13.66 7.94 17.65 39.25	
	Villupuram to Gingee river, inclusive of bridge				
;		May '79	15-12-79	16.47	
	Nagore branch— Tanjore to Tiruvallúr Tiruvallúr to Negapatam Negapatam to Nagore	May '59 {	2-12-61 15-7-61 1-12-99	33.83 14.33 4.67	
	Pulliarpati Quarry branch—			52.83	
	Tanjore to buffer end, Pulliarpati quarry .	1898	1-7-98	4.22	
	Erode branch— Trichinopoly Junction to Fort Trichinopoly Fort to Karúr Karúr to Kodumudi Kodumudi to Erode	May '59 {	11-3-62 3-12-66 1-7-67	2.52 44.65 16.70 23.54	
	Tinnevelly branch—		}	87.41	
	Maniyáchi to Tinnevelly	2-3-72	1-1-76	18.23	
	Cuddalore old town to Wharf	. 1899	<b>7-</b> 8-99	1.24	
	Capper quarry branch— Junction with main line to Capper Quarry .	. 1900	15-4-00	0.86	
	Salt branch— Tuticorin to buffer end of Sevandacolam salt siding Junction of Sevandacolam salt siding to buffer end	1899 {	12-11-99	2.14	
	of Livingepuram	) - (	12-11-99	0.52	
				2.39	
Ì	Total Branches			•••	223.55
	Total, Madras-Tuticorin section	•••	•••		670.32
	, Carried over .	•••	•••	•••	670:35

## REMARKS.

I. Lines comprising system.—The Sou	th Indian railway system is made up of-
-------------------------------------	-----------------------------------------

						C	pen line.	Under constructi	on. Total,
(a) South Indian railway (3' 33" gauge)		_					Miles.	Miles.	Miles.
(b) Tanjore District Board (Mayavaram	-Mut	upet)	raily	va <i>y</i>	(3′ 3¾″	gauge)	1,033°63 54°08	150.66 44.86	1,184·29 98·94
(c) The Karaikkal-Peralam railway (3'	3 <b>8</b> ″ g	(auge		•	•		14.65		14.62
(d) Pondicherry railway (3' 3%" gauge) (e) Tinnevelly-Quilon (Travancore) br.		(	•	•	•	•	7.85	•••	7.85
and and to all manual	• •	•	000	•	•	•••		57°94	57'94
	•		Tota	.1		1,110	21	253'46	1,363.67

## 2. South Indian railway.-

(a) The South Indian railway is worked under the following contract-

Contract of-24th November 1890 (between the Secretary of State and the South Indian Railway Company) for working.

- (b) The general conditions of the contract are as follows:-
  - (i) Terms of contract.—The original South Indian Railway Company ceased to exist at the end of 1890, when the railway was purchased by the State. The purchase was effected
    - 4,197,557

by means of a cash payment to the Company, and all the contracts then subsisting between the Secretary of State and the Company were determined. The purchase price was £4,197,557.*

The Secretary of State assumed all liability in congruence of State assumed all liability in congruence of State assumed all liability in congruence of State assumed all liability in congruence of State assumed all liability in congruence of State assumed all liability in congruence of State assumed all liability in congruence of State assumed all liability in congruence of State assumed all liability in congruence of State assumed all liability in congruence of State assumed all liability in congruence of State assumed all liability in congruence of State assumed all liability in congruence of State assumed all liability in congruence of State assumed all liability in congruence of State assumed all liability in congruence of State assumed all liability in congruence of State assumed all liability in congruence of State assumed all liability in congruence of State assumed all liability in congruence of State assumed all liability in congruence of State assumed all liability in congruence of State assumed all liability in congruence of State assumed all liability in congruence of State assumed all liability in congruence of State assumed all liability in congruence of State assumed all liability in congruence of State assumed all liability in congruence of State assumed all liability in congruence of State assumed all liability in congruence of State assumed all liability in congruence of State assumed all liability in congruence of State assumed all liability in congruence of State assumed all liability in congruence of State assumed all liability in congruence of State assumed all liability in congruence of State assumed all liability in congruence of State assumed all liability in congruence of State assumed all liability in congruence of State assumed all liability in congruence of State assumed all liability in congruence of St nection with the Company's debentures and debenture stock, which is irredeemable. The present Company (practically the old one in a modified form) was con-

stituted, with a capital of £1,000,000 as the agency for carrying on the working of the lines after their acquisition by the Government, and for completing a system of State lines which was under construction by the former Company at the date of the termination of its contract. Any further moneys required to be either provided by the Secretary of State, or raised by the Company under guarantee. Subject to the provision of the contract, all moneys paid by the Company become the absolute property of the Secretary of State.

- (ii) Currency of contract. Government may determine the contract on the 31st December 1910 or at the end of any succeeding fifth year, giving 12 months' previous notice. Government may also determine it, by giving six months' notice, should the Company fail to observe their obligations, or the line be worked at a loss for not less than three halfyears continuously. On the expiration of the contract, Government are to take possession of the railway and all its appliances, repaying at par to the Company their capital of £1,000,000 and any further capital raised by them and paid to Government.
- (iii) Power of Company to surrender contract.-Nil.
- (iv) Terms of working .- The net receipts to be applied in payment to Government of-the equivalent in rupees of interest at 4½ per cent. on £425,000 irredeemable debenture stock of the old Company (at "the prescribed rate" of exchange); 3 per cent. on the net expenditure shown by the capital advance, stores and capital accounts, after deducting the sums of Rs. 1,40,00,000 and Rs. 59,50,000 (the contract equivalents of the Company's capital and of the irredcemable debenture stock respectively); and in payment of the residue to Government and the Company in the ratio of the respective capital amounts contributed by each.
- (v) Rates and fares.—Certain maxima and minima have been fixed within which the Company are permitted to vary their rates.
- (vi) General remarks The line from Negapatam to Erode was commenced in May 1859 by the late Great South Indian Railway Company and was completed on the 5' 6" gauge. It was converted to 3' 3\frac{3}{8}" gauge in sections as follows:—Negapatam to Trichinopoly, June and July 1875; Trichinopoly to Karur, July 1879; Karur to Erode, December 1879. The line from Arkonam to Little Conjeeveram was commenced on the 11th March 1864 by the Indian Tramway Company under the subsidy system and was completed on the 3' 6" gauge. It was converted to 3' 3\frac{3}{8}" gauge in July 1878.
  - On the 1st January 1891, the South Indian railway was purchased by the Secretary of State and handed over, together with the Villupuram-Guntakal State railway, to a new Company called the "South Indian Railway Company Limited," the whole now forming the South Indian railway system.

	History of railways constructed and in pro-						
Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.		
23 (a)	SOUTH INDIAN SYSTEM—continued.  (3' 3\frac{3}{3}" gauge.)			Miles.	Miles.		
	Brought forward	•••	•••		670.35		
	VILLUPURAM-DHARMAVARAM SECTION—						
	Main line—						
	Villupuram to Tiruvannámalai	h (	17-11-90	41.80			
-	Tiruvannámalai to Pákala		18-3-91	96.55			
~	Pákala to Váyalpád	Nov. '88	1-1-92	46.69			
	Váyalpád to Dharmavaram	} {	1-3-92	94.14	;		
;	Total Main line .		•••	279.18			
	Branch—			. ,			
	Gudur branch—		. *				
	D. 1. 1. 171		_				
	Pakala to Tirupati West	Nov. '88	18-3-91	25.05			
	Tirupati to Gudur	15-11-83	15-9-87	59.02			
	Total Branch .		•	84.10			
	Total, Villupuram-Dharmavaram section .	•••	•••	110	363.28		
	Total open mileage, South Indian proper .		***	•••	1,033.63		
	Lines under construction or sanctioned for construction—						
	Madura to Mandapam	21-4-99	··· }	91.26			
	Tiruppachetti to Sivagunga	21-4-99	•••	9.00			
	Tinnevelly-Quilon (Travancore branch)—(British section).						
	Tinnevelly to Shencottah	21-4-99	•••	50.33			
ļ	Total Lines under construction .	•••	••• )	•••	150'66		
	GRAND TOTAL, SOUTH INDIAN PROPER .	··•	•••	•••	1,184.29		
			,				
			}				
1			1				
-							
	· .		,				
	!	. ,					
	Catried over	***	•••	•••	1,184.29		

Appendix 47. History of railways.

#### REMARKS.

- 3. The Tanjore District Board (Mayavaram-Mutupet) railway-
  - (2) The Tanjore District Board (Mayavaram-Mutupet) railway is worked under the following contract:—

    Contract of—22nd July 1897 (between the Secretary of State and the South Indian Railway

    Company) for working.
  - (b) The general conditions of the contract are as follows:
    - (i) Government aid.—Land was provided free of cost.
    - (ii) Terms of contract.—The funds for the Mayavaram-Mutupet section were in the first instance provided in equal proportions by the Government of Madras from Provincial Revenues and by the Tanjore District Board from its railway guaranteed fund created by a special local cess. On the 1st January 1900, the Tanjore District Board took over the Government section and became sole owners, the purchase money, Rs. 26,00,000, being treated as a loan at 4 per cent. per annum. The extension of the line is being carried out by the South Indian Railway Company at the cost of the Tanjore District Board.
    - (iii) Currency of contract.—Contract to remain in force until either party gives 12 months' notice expiring on the 31st December in any year. The Government of India reserve the right of taking over the whole of the railway at any time, on twelve months' notice, by assuming liability for any debentures which the District Board may have issued, and by repayment of any further amounts which it may have spent out of its railway guaranteed fund. Under ordinary circumstances, this condition will not be enforced up to 31st December 1920 (Government of India No. 303 R.C., dated 5th March 1898).
    - (iv) Terms of working—The line is worked for the same percentage of gross receipts as obtains on the undertaking plus 5 per cent. on the gross receipts of the line for use of rolling-stock, and in addition all other charges properly debitable to revenue.
    - (v) Rates and fares To be agreed upon from time to time between Government and Company within the maxima and minima in force on the undertaking.
    - (vi) General remarks.—The money for this railway was raised by the imposition, with the concurrence of the inhabitants or their representatives on the District board, of a special cess of 3 pies in the rupee on all lands which would be served by the railway or benefited by its construction. It was entirely a new departure, and has opened the way for the provision of railways for which Government are unable to find the money, either by the District Board itself raising the capital when the cess is sufficient for this purpose, or by guaranteeing a company.
- 4. Karaikkal-Peralam railway.—The agreement for working the line has not as yet been finally approved.
- 5. Pondicherry railway-
  - (a) The Pondicherry railway is worked under the following contract:
    - Contract of—30th December 1890 (as renewed, between the South Indian Railway Company and the Pondicherry Railway Company) for working the line.
  - (b) The general conditions of the contract are as follows:—
    - (i) Currency of contract.—The contract will be terminable by either party, on giving 6 months' notice expiring on the 31st December in any year.
    - (ii) Terms of working.—The line is worked for the same percentage of gross receipts as obtains on the undertaking, including the Pondicherry line.
    - (iii) Rates and fares.—Same as on the South Indian railway.
    - (iv) General remarks.—The line is in French territory and was constructed with the object of placing the town and port of Pondicherry in communication with the railway system of Southern India and of developing the resources of the French territory.
- 6. Tinnevelly-Quilon (Travancore branch)—(Native State section).—The contract is under execution in England.
- 7. Details of construction-
  - (a) Permanent-way.—The main line from the Beach at Madras to Tuticorin is laid with 50lb. rails on cast iron pots; the rest of the line is laid with various descriptions of rails and sleepers.
  - (b) Ballast.—The line is ballasted.

Class : No.	Name and sections of railway.	Date of	Date of	Mileage.	Total.
110.		sanction.	opening.	Miles.	36
23 (a)	SOUTH INDIAN SYSTEM—concluded. (3' 32" gauge.)			wites.	Miles.
	Brought forward	•••	•••	•••	1,184.29
23 (b)	TANJORE DISTRICT BOARD (MÀYAVARAM-MUTUPET) RAIL- WAY—				
	Tiruvallur-Mutupet	June 1890	} 2-4-94	54.08	
	Máyavaram-Tiruvallur	10-8-91	3		
	Total Open mileage .		•••		54.08
	Line under construction or sanctioned for construction—		1		
	Mutupet to Arantangi	15-11-00	*Portion in April 1902, remainder uncertain.		
14	Total Line under construction .			•••	44.8
	Total, Tanjore District Board railway .		***		58.0
23 (c)	Karaikkal-Peralam—			-	
- ,,	(3' 3%" gauge.)				
	Karaikkal to Peralam	•••	14-3-98	14.65	
	Total Karaikkal-Peralam .	July 1895		***	14.6
23 (d)	Pondicherry— (3' 3\frac{2}{3}" gauge.)				
	Left bank of Gingee river to Pondicherry	June 1878	15-12-79	7'85	
	TOTAL, PONDICHERRY	•••			7.8
	Line under construction or sanctioned for construction.				
23 (e)	Tinnevelly-Quilon (Travancore Branch)—(Native State section)—  (3' 3\state gauge.)				
	Quilon to the frontier of the Travancore State	15-5-99		57.94	
	Total, Tinnevelly-Quilon (Native State Section) .				57.9
	GRAND TOTAL, SOUTH INDIAN SYSTEM .	•••		•••	1,363.6

## REMARKS.

- 7. Details of construction-concluded.
  - (d) Bridges.—The following are the important bridges of 1,000 feet length and over: Palar (between Kolatur North and Padalam), 18 spans of 120 feet; Ponniar (between Serndanur and Panruti), 17 spans of 100 feet; Gadilam (between Nellikuppam and Cuddalore N. T.), 15 spans of 100 feet; New Coleroon (between Chidambaranı and Coleroon), 14 spans of 150 feet; Vaigai (between Samayanallur and Madura), 15 spans of 70 feet; Gingee (between Kunalamungalam and Villiarur), 7 spans of 150 feet; Amravati (between Karur and Pugalur), 20 spans of 50 feet; Palar (between Vellore and Katpadi), 13 spans of 150 feet.
  - (e) Fencing.—The South Indian and Pondicherry railways have aloe and wire fencing (with the exception of the Villupuram-Dharmavaram and Pakala-Gudur sections which are unfenced). The Tanjore District Board (Mayavaram-Mutupet) and Karaikkal-Peralam railways are unfenced.
  - (f) Curves.—There are only 1'04 miles of curves under a radius of 1,000 feet.
  - (g) Gradients.—Of a total open mileage of 1,110.21 miles on the system, 307.44 miles are on a gradient of 1 in 200 or steeper.

Class:				Date of	Date of	\\!\	~
No.	Name and sections of railway.			sanction.	opening.	Mileage.	Total.
					İ	Miles.	Miles.
I (a)	SOUTHERN MAHRATTA SYSTEM— (3' 31" gauge.)		,				
	Company's section—		1				
	Main Line—						
	Frontier to Castle Rock		•	•••	3-2-88	3.63	
	Castle Rock to Deuli	•		•••	15-6-87	2.72	
	Deuli to Dhárwár	•		•••	24-1-87	56∙00	
	Dhárwár to Hospet	•		Bellary (	1-7-85	101.52	
	Hospet to Bellary	•	۱.	to Hubli, { Nov. '81.	24-3-84	40.21	
	Bellary to Guntakal	•		***	16-5-87*	29.99	
	Guntakal to Nandyál	•		٦ (	. 11-7-87	90'25	
	Nandyál to Cumbum	•		26-9-83	15-6-90	63.18	
	Cumbum to Tadêpalli	•	•	} {	3-10-89	122.41	
	Total Main	line	•	•••	•••		509.0
	·						
	Branches-		,				
	Harihar branch—						
	Hubli to Harihar (temporary station) .	•		•••	18-10-86	7	
	Temporary station to permanent station	•		***	21-2-89	81.00	1
	Bijapur branch—		;				-
	Gadag to Hotgi	•		April 1879	1-8-84	173.08	
	Poona branch—		į				
	Londa to Belgaum			***	21-3-87	33.00	
	Belgaum to Miraj	•		) (	22-12-87	85.01	
	Miraj to Koregaon				2-5-87	76.00	į
	Koregaon to Ghorpuri			29-11-83	18-11-86	83.07	
	Ghorpuri to Poona				4-10-90	0.01	
		•				277 99	
	Total Branc	hes		•••	***		532.0
	Grand Total, Company's sect.	ЮИ		•••	•••	•••	1,042'0
				-			
							i .
	Carried o	ver	أ	7	***		1,042'0

^{*} Dates of opening of original 5' 6" gauge line: Guntakal to Virapur, 16th January 1871; Virapur to Bellary, 1st March 1871.

Appendix 47. History of railways.

### REMARKS.

1. Lines comprising system.—The Southern Mahratta railway system is made up of-

				O	pen line.
(a) Southern Mahratta railway (o' - 2"			_		Miles.
(a) Southern Mahratta railway (3' 3%" gauge)	•	•	ï	٠	1,042.04
(b) Mysore section (Southern Mahratta) (3' 32"	gaı	ıge)			296:36
(c) Guntakal-Mysore frontier railway (3' 3%" gat	ige)			•	119.20
(d) Hindupur (Yesvantpur-Mysore Frontier) rail	lway	′ (3′ 3§	gau"	ige)	51.32
(e) Birur-Shimoga railway (3' 3# gauge) .					37.92
(f) Kolhapur railway (3' 3%" gauge)					29.27
(g) Mysore-Nanjangud railway (3' 3%" gauge)			•	•	15.66
					-
		To	tal		1,592'10

### 2. Southern Mahratta railway-

(a) The Southern Mahratta railway is worked under the following contracts:-

Contract of-Ist June 1882 .- Southern Mahratta Railway Company's principal contract.

28th October 1885.—Contract supplemental to that of 1882, for construction and working of the West Deccan railway.

31st August 1887.—Contract supplemental to those of 1882 and 1885, for construction and working of a line from Ranibennur to Harihar and a line from Bellary to Guntakal.

27th February 1889.—Contract supplemental to those of 1882, 1885 and 1887, for completion and working of the Bellary-Kistna railway.

- (b) The general conditions of the contracts are as follows:-
  - (i) Government aid.—Interest in sterling on share capital at 3½ per cent. is guaranteed. Land was also provided free.
  - (ii) Terms of contract.—The contract provides that the Company raise £3,000,000, and that any further moneys required shall be supplied by the Secretary of State.
  - (iii) Currency of contracts.—The contract is current for a period of 50 years. Government may however determine the contract after 25, 35 or 45 years (i.e., on 30th June 1907, 30th June 1917, or 30th June 1927), on one year's previous notice; or on six months' notice given at any time if the Company fail to observe their obligations, or the line is worked at a loss. Upon determination of the contract by efflux of time or by notice, Government is to repay to the Company the amount of the par value of the share capital paid to Government.
  - (iv) Power of Company to surrender contracts.—The Company may determine the contracts on the 30th June in any year, by giving one year's previous notice.
  - (v) Terms of working.—Up to the 31st December 1890, the net receipts belonged to Government unless one-fourth part of the same exceeded the extra guarantee of ½ per cent., in which case the amount of the excess was payable to the Company. After 31st December 1890, three-fourths of the net receipts go to Government and one-fourth to the Company.
  - (vi) Rates and fares.—To be fixed from time to time by the Company with the approval of Government.
  - (vii) General remarks.—The Bellary branch of the Madras railway from Bellary to Guntakal was made over to the Southern Mahratta Railway Company on the 1st February 1887, and was converted from 5' 6" to 3' 3\frac{2}{3}" gauge on the 16th May 1887.
- 3. Mysore section (Southern Mahratta)-
  - (a) The Mysore section is worked under the following contract:—

Contract of—31st August 1887 (between the Secretary of State and the Southern Mahratta Railway Company) for construction, maintenance and working.

- (b) The general conditions of the contract are as follows:-
  - (i) Government aid.—Guarantee of interest in sterling at 4 per cent. on £ 1,200,000 debenture stock.

Appendix 47. History of railways.

	History						ry of railways constructed and in					
Class : No.	Name and se	ctio	ns of	railw	ay.				Date of sanction.	Date of opening.	Mileage.	Total.
2I (a)	SOUTHERN MAHRATT	ra s	SYST	ΓΕΜ 3ŧ″ g¢	—con	tinue	eđ.				Miles.	Miles.
			13 .		ought		arđ	•				V 04000
2I (ð)	Mysore section—			Dit	Jugne	10111	aiu	•	100	•••	201	1,042.04
21 (0)	Mysore to Mandya .						•	-	<b>)</b>	25-2-82	28.11	
	Mandya to Channapatna	•	•	•	:	•	•	•	20-9-77	20-3-81	23.25	
	Channapatna to Bangalor		•	•	•	:	•		20977	1-2-81		
1	Bangalore to Tumkur		•			•			6-10-82		34°75 43°00	
1	Tumkur to Gubbi .	•		•	•	•	•		18-1-84	26-12-84	11'00	
	Gubbi to Birur .		•	•		•			10 1 0.4	12-8-89	76.57	
İ	Birur to Harihar .		:	•			•		***	21-2-89	79.68	
		• Тс		Mys	ORE S	SECTI	ON		441	]		296.36
			, ,		• · · ·		•••	,	•••	•••	•••	290 30
									,			
	• •											
			•-		Carrie		,		<del></del>			1,338.40

Appendix 47. History of railways.

#### REMARKS.

- 2. Mysore section (Southern Mahratta) -concluded.
  - (b) General conditions-concld.
    - (ii) Terms of contract.—To meet the cost of constructing the Gubbi-Harihar extension, the Company raised £1,224,000, by the issue of debenture stock for the nominal amount of £1,200,000. The stock is redecmable on or after the 1st March 1936. The contract provides that the Company raise £1,224,000, and that any further moneys required be supplied by the Secretary of State. All moneys whatsoever received by or on behalf of the Company in respect of the undertaking are the absolute property of the Secretary of State during the continuance of this contract.
    - (iii) Currency of contract.—Government may determine the contract at any time, on six months' notice should the Company fail to observe their obligations, or the line be worked at a loss. It is also provided that should the Company's contract for the Southern Mahratta system determine, then this contract also determines. On the termination of the contract, the Secretary of State, if so required by the Company, takes over all liability in respect of the debenture stock issued by the latter (which is not redeemable until the 1st March 1936).
    - (iv) Power of Company to surrender contract.-Nil.
    - (v) Terms of working.—Net receipts are divided in proportion of three-fourths to Government and one-fourth to the Company.
    - (vi) Rates and fares.—To be fixed from time to time by the Company with the approval of Government.
- 4. Guntakal-Mysore Frontier railway.-
  - (a) The Guntakal-Mysore Frontier section is worked under the following contract:

Contract of—21st August 1898 (between the Secretary of State and the Southern Mahraka Railway Company) for construction and working,

- (b) The general conditions of the contract are as follows:—
  - (i) Government aid.—The line is the property of Government.
  - (ii) Currency of contract.—The same as the Southern Mahratta railway.
  - (iii) Power of Company to surrender contract.—The same as the Southern Mahratta railway.
  - (iv) Terms of working.—'The working expenses of the entire system of railways worked by the Company (including this railway) are divided between this railway and the other railways worked, in proportion to their gross receipts. This railway's share of the working expenses is retained from its gross receipts, plus 1 per cent. of the latter as a contribution to the Southern Mahratta railway Provident Fund. The residue is paid to Government.
  - (v) Rates and fares.—To be fixed from time to time by the Company with the approval of Government.
- 5. Hindupur (Yesvantpur-Mysore Frontier) and Birur-Shimoga railways-
  - (a) The Hindupur and Birur-Shimoga railways are worked under the following contract:-

Contract of—2nd December 1899 (between His Highness the Maharaja of Mysore and the Southern Mahratta Railway Company) for working and maintenance.

- (b) The general conditions of the contract are as follows:-
  - (i) Government aid.—The lines are the property of the Mysore State.
  - (ii) Currency of contract.—Either party may determine the contract, on giving twelve months' notice, on the 31st December 1904, or on the 1st January or 1st July in any year thereafter. If not determined sooner, the agreement terminates, without prior notice, on the date the Mysore contract of the 31st August 1887 terminates. On the determination of the contract, the Mysore Government resume possession of the railway and take over the liabilities incurred by the Company on behalf of the railway, and the working stores belonging to the railway at a valuation.
  - (iii) Terms of working.—The working expenses of the system are divided between these railways and the others, comprising the system in proportion to their gross earnings. The company retain the share attributable to these lines, plus I per cent. of the gross earnings as a contribution to the Southern Mahratta railway Provident Fund, and pay the residue to the Mysore Durbar.
  - (iv) Rates and fares.—To be fixed from time to time by the Company with the approval of Government.

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History of railways constructed and in progress

•	Histor	ry	of railways	constructe	d and in	progre
Class: No.	Name and sections of railway.		Date of sanction.	Date of opening.	Mileage.	Total.
21 (a)	SOUTHERN MAHRATTA SYSTEM—continued.				Miles.	Miles.
	Brought forward	•	•••	1.0	•••	1,338,4
21(c)	GUNTAKAL-MYSORE FRONTIER — (3' 3%" gauge.)					
	Guntakal to Dharmavaram		June '89	<b>1-3-</b> 92	62.95	
	Dharmavaram to Hindúpur		26-1-91	23-4-93	49.28	
•	Hindúpur to Mysore Frontier		August '91	17-9-93	7:27	
	Total, Guntakal-Mysore Frontier	•	•••	•••	•••	1 19.5
21 ( <i>d</i> )	HINDUPUR (YESVANTPUR-MYSORE FRONTIER)— (3' 3\frac{2}{3}'' gauge.)					
	Yesvantpur to Dodballapur		} March'90 {	15-12-92	19.93	
	Dodballapur to Mysore Frontier		\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	17-9-93	31'42	
	Total, Hindupur			***	•••	51'3
2I (e)	Birur-Shimog \ (3' 3\frac{2}{3}" gauge.)					
	Birur to Shimoga	٠	12-8-96	<b>1-</b> 12-99	37'92	`
	Total, Birur-Shimoga		•••	•••	•••	37'9
2I ( <i>f</i> )	(3' 3\" gauge.)					
	Kolhápur to Miraj : : : : : : : : : : : : : : : : :		February'88	21-4-91	29.27	
	Total, Kolhapur	•	, •••	•••	•••	<b>2</b> 9'2
21 (g)	Mysore-Nanjangud— (3' 3\bigs_" gauge.)					
	Mysore to Nanjangud . : : :		•••	1-12-91	14.00	
	Nanjangud station to Nanjangúd town :		;	12-7-99	o•76	
	Total, Mysore-Nanjangud			111	4	15.6
	GRAND TOTAL, SOUTHERN MAHRATTA SYSTEM		,	•••	***	1,592'1
				•	•••	-103-

on the 31st December 1901, alphabetically arranged.

Appendix 47. History of railways.

### REMARKS.

### 6. Kolhapur railway.-

(a) The Kolhapur railway is worked under the following contract:-

Contract of—17th July 1891 (between the Kolhapur Darbar and the Southern Mahratta Railway Company) for working and maintenance.

- (b) The general conditions of the contract are as follows:-
  - (i) Government aid.—The line is the property of the Kolhapur State.
  - (ii) Currency of contract.—The contract may be terminated, upon six months' notice, by either party.
  - (iii) Terms of working.—The working expenses of the system are divided between these railways and the others comprising the system in proportion to their gross earnings. The Company retain the share attributable to these lines, plus I per cent. of the gross earnings as a contribution to the Southern Mahratta railway Provident Fund, and pay the residue to the Mysore Durbar.
    - (v) Rates and fares .- The same as in force on the Southern Mahratta railway.

### 7. Mysore-Nanjangud railway .-

(a) The Mysore-Nanjangud railway is worked under the following contract:-

Contract of-14th December 1899 (between His Highness the Maharaja of Mysore and the Southern Mahratta Railway Company) for working.

- (b) The general conditions of the contract are as follows:—
  - (i) Government aid.—The line is the property of the Mysore State.
  - (ii) Currency of contract.—The contract is terminable on the 1st January or 1st July in any year, on six months' notice by either party. If not terminated sooner, this agreement terminates on the date on which the Mysore contract of the 31st August 1887 terminates. On determination, the Company make over to the Mysore Government the railway and works and pay to that Government all moneys on account of the railway, the Government indemnifying the Company against all debts and liabilities incurred on account of the railway then subsisting. The working stores, if mutually agreed, to be taken over by the Mysore Government at a valuation.
  - (iii) Terms of working.—After deduction of expenditure on new minor works, which is debited to each railway direct, from the total working expenses of the Company's railway system, the balance is divided between the Nanjangud railway and the other railways comprised in the Company's system in the proportion which the gross receipts of the Nanjangud railway bear to the gross receipts of such other railways, and the sum so ascertained, together with cost of new minor works, representing the working expenses of the Nanjangud railway are retained by the Company and the residue paid to the Mysore Government.
  - (v) Rates and fares .- To be fixed by the Company with the approval of Government.
- 8. General remarks—The Southern Mahratta railway has running powers over 2'99 miles of the North-East line,
  Madras railway, from Tadêpalli to Bezwada.

#### 9. Details of construction-

(a) Permanent-way-

- Southern Mahratta railway.—The permanent-way consists of 414lb. steel rails on wooden and steel sleepers, except for the portion from the Portuguese Frontier to Castle Rock which is laid with 62 lb. rails. A portion of the line is being relaid with 50lb. rails.
- Mysore section, Birur-Shimoga and Mysore-Nanjangud railways.—The permanentway consists of 4141b. steel rails laid on Mysore teak sleepers.
- Guntakal-Mysore Frontier and Kolhapur railways.—The permanent-way consists of 414 lb. flat-footed steel rails laid on steel sleepers.
- Hindupur railway. The rails used are of the State railway type, weighing 50lb. to the yard, on the glat section, 11 miles in length, and 41 lb. to the yard on the remainder of the line. The sleepers are of Mysore teak throughout.

Appendix 47. History of railways.

History of railways constructed and in progress

Class:	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
21 (a)	SOUTHERN MAHRATTA SYSTEM—concluded.			Miles.	Miles.
7 (8)	SOUTHERN PUNJAB (DELHI-SAMASATA). (See North Western system.)	-			
23 (b)	TANJORE DISTRICT BOARD (MAYAVARAM-MUTUPET RAILWAY)— (See South Indian system.)	,			
9 (ð)	TAPTI VALLEY. (See Bombay, Baroda and Central India system.)	. ,			
27 (a)	TARAKESHWAR-MAGRA LIGHT.— (2' 6" gauge).  Tárakeshwar to Basua  Basua to Magra  TOTAL, TÁRAKESHWAR-MAGRA		7-11-94 8-3-95	18.62 15.20	31.15
	•			1	
1 (d)	TARKESSUR— (See East Indian system.)				

Appendix 47. History of railways.

### REMARKS.

- g. Details of construction-concld.
  - (b) Ballast.—The system is ballasted throughout.
  - (c) Tunnels.—The following are the important tunnels of 500 feet length and over:—Castle Rock (between Dadrajar and Castle Rock), 1,242 feet; Nandiconama (between Chelama and Diguvametta), 1,527 feet; tunnel at mile 265½, 560 feet; tunnel No. 1 (between Phursangi and Alandi), 536 feet; tunnel No. 2 (between Rajiwadi and Alandi), 630 feet; and tunnel at mile 214.2 (between Wathar and Adhorki), 500 feet. There are two other tunnels aggregating 684 feet in length.
  - (d) Bridges.—The important bridges of 1,000 feet length and over are as follows:—Tungabhadra (between Muniabad and Hospet), 38 spans of 60 feet; Hagari (between Bellary and Hagari), 34 spans of 64 feet; Kistna (between Kudchi and Shedbal), 14 spans of 150 feet; Ghatprabha (between Dhupdhal and Gokak Road), 45 spans of 40 feet; Malprabha (between Alur and Badami), 12 spans of 100 feet; Kistna (between Sitimani and Alimati), 21 spans of 150 feet; Bherwa (between Lachyan and Tadval,) 14 spans of 150 feet; Wardha (between Hattimattur and Karajgi), 15 spans of 60 feet; Tungabhadra (between Chalgeri and Harihar), 16 spans of 60 feet; Pennar (between Khadarpett and Kalluru), 11 spans of 150 feet; Rapthad (between Anantapur and Kandukur), 14 spans of 64 feet; Cauvery (between French Rocks and Seringan) Kandukur), 14 spans of 64 feet; Cauvery (between French Rocks and Seringapatam), 9 spans of 30 feet, and 24 spans of 27½ feet; Cauvery (between Seringapatam and Pascham-vahini), 13 spans of 30 feet, and 16 spans of 27½ feet and Dhorabavi viaduct (between Chelama and Diguvametta), 1 span of 250 feet, 2 spans of 150 feet and r span of 661 feet.
  - (c) Fencing.—The system is only partially fenced, except the Hindupur railway, which is fenced throughout.
  - (f) Curves .- The sharpest curves vary from 600 feet to 955 feet radius.
  - (g) Gradients.—Of a total open mileage of 1,592·10 miles on the system 576·20 miles are on a gradient of 1 in 100, or stceper.

Tarakeshwar Magra Light railway

- (a) The Tarakeshwar-Magra Light railway is maintained and worked on the terms in Bengal Government, Public Works Department, Notification No. 1 of the 4th January 1896 under the following agreement :
  - Agreement of-15th October 1890 (between the District Board of Hooghly and the Bengal Provincial Railway Company).
- (b) The general conditions are as follows:—
  (i) Currency of contract.—In the event of the District Board wishing to purchase the railway at the end of 21 years, under the provisions of section 41 of the Bengal Tramways Act, 1883, the promoters bind themselves to make it over at a price two-fifths in excess of the original capital outlay.

  - (ii) Terms of working.—The line is worked by the owning Company.
     (iii) Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary its rates.
  - (iv) General remarks.—On the 13th January 1899 the Indian Railways Act IX of 1890, except section 135, was applied to the line.
- 2. Details of construction-
- (a) Permanent-way.—The permanent-way consists of flat-bottomed steel rails, weighing 30 lb. to the yard, laid on patent steel sleepers for to miles and pyinkado wood sleepers for the remainder.
  - (b) Ballast .- The line is laid with sand ballast and brick boxing.

  - (c) Fencing.—The line is partially fenced.
    (d) Curves.—The sharpest curve is of 955 feet radius and is 0.18 mile in length.
  - (e) Gradients.—Of a total open mileage of 31.12 miles, 0.49 mile is on a gradient of 1 in 350, which is the steepest gradient on the line.

### History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
29 (a)	TEZPUR-BALIPARA LIGHT—			Miles,	Miles.
,	( 2' 6" gauge).				
	Tezpur ghat to Bindukuri	1	9-8-94	8.10	
	Bindukuri to Balipara	Oct. 1894	1-9-95	12.00	
	Total, Tezpur-Balipara .	•••	•••	•••	30.10
		,			
34 (a)	THATON-DUYINZAIK LIGHT—				
34 (")	(2' 6" gauge.)				
	Thatôn to Duyinzaik	1883	11-2-85	7.76	
	Total, Thatên-Duyinzaik .	•••	•••	•••	7.76
). 1					
23 (¢)	TINNEVELLY-QUILON (TRAVANCORE BRANCH) (Native State section)—				
	(See South Indian system.)				
16 (6)	TIRHOOT—				
. }	(Sce Bengal and North-Western system.)				

on the 31st December 1901, alphabetically arranged.

#### REMARKS.

### 1. Tezpur-Balipara Light railway.-

(a) The Tezpur-Balipara Light railway is maintained and worked under-

Terms—contained in notification issued by the Chief Commissioner of Assam under No. 33 of 1st June 1895.

- (b) The general conditions are as follows:-
  - (i) Government aid.—Land alone was provided free of cost.
  - (ii) Currency of terms.—The Secretary of State can, after the railway has been opened for fifteen years and thereafter at intervals of seven years, terminate the contract, and take over the railway with all its equipments, buildings and property, upon giving 12 months' previous notice, and on paying the Company the value of the property as a dividend earning investment together with an additional bonus of 20 per cent. over and above such value.
  - (iii) Terms of working.—The line is worked by the owning Company.
  - (iv) Rates and fares.—Certain rates and fares have been fixed.
  - (v) General remarks.—On the 3rd May 1898, the Indian Railways Act, IX of 1890, except section 135, was applied to the line.

### 2. Details of construction.-

- (a) Permanent-way.—The permanent-way consists of flat-bottomed steel rails, weighing 30 lb. to the yard, laid on uriam and nahor sleepers, 2,200 to the mile.
- (b) Ballast.—The line is unballasted.
- (c) Fencing.—The line is fenced round stations only.
- (d) Curves.—There are two curves of a radius of 500 feet on the first mile, the lengths of which are 294 feet and 450 feet, respectively. In station yards the minimum radius is 300 feet.
- (e) Gradients.—Of a total open mileage of 20.10 miles, 1.76 miles are on a gradient of 1 in 125 or steeper.

### 1. Thaton-Duyinzaik Light railway-

- (a) The Thatôn-Duyinzaik Light railway is worked under the following contract:—

  Contract of—10th January 1884, (between the Secretary of State and G. E. L. Dawson, Esq., of Rangoon) for construction and working.
- (b) The general conditions of the contract are as follows:—
  - (i) Government aid.—The line receives a subsidy of Rs. 100 per mensem.
  - (ii) Currency of contract.—The contract is in force for a period of 99 years. After the railway has been open for 30 years, and thereafter at intervals of 10 years, the Secretary of State can terminate the contract and take over the railway, upon giving 12 months' notice, and paying the value of the permanent-way, buildings and rolling-stock, together with a bonus of 25 per cent. on the value. Government may also determine the contract, if the railway is not worked for six consecutive calendar months or if the promoter fails to carry out the agreement.
  - (iii) Terms of working.—The railway is worked and maintained by the promoter.
  - (iv) Rates and fares.—Certain maxima have been fixed within which the promoter is permitted to vary the rates.

### 2. Details of construction.-

- (a) Permanent-way.—The rails are steel, Vignole's section, and weigh 20 lb. to the yard; the sleepers are of steel and wood.
- (b) Ballast .- The line is ballasted.
- (c) Fencing.—The line is unfenced.
- (d) Curves.—The total length of curves under a radius of 1,000 feet is 1,343 feet, the radii varying from 207 feet to 500 feet.
- (e) Gradients.—Of a total open mileage of 7.76 miles, 0.82 mile is on a gradient of 1 in 80 or steeper.

Appendix 47. History of railways.

	Histor	History of railways constructed and					
Class:	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.		
9 (a)	UDAIPUR-CHITOR— (3' 3\begin{small} gauge.)			Miles.	Miles.		
	Berach near Chitorgarh to Debari near Udaipur	Feby. 1894	1-8-95	бо.39			
	Separate station at Chitorgarh	2-6-98	15-8-98 25-8-99	°47			
	Total, Udaipur-Chitor	•••		•••	67:30		
	,						
(n)	VIJAPUR-KALOL-KADI—						
ļ	(See Bombay, Baroda and Central India system.)						
	,						
	ı						
			,	`			
	·	f					

on the 31st December 1901, alphabetically arranged.

### REMARKS.

### I. Udaipur-Chitor railway-

- (i) The line is owned and worked by the Udaipur State.
- (ii) General remarks.—The Udaipur-Chitor railway was worked by the Bombay, Baroda and Central India railway as a temporary measure up to the 31st December 1897, when the working was taken over by the Meywar Darbar.

### 2. Details of construction-

- (a) Permanent-way.—The permanent-way consists of 411 lb. flat-footed steel rails, 30 feet long, laid on, deodar sleepers.
- (b) Ballast.—The ballast consists of broken stone.
- (c) Fencing.—The line is fenced round stations only.
- (d) Curves.—On the Berach-Debari section, the sharpest curve is of 1,146 feet radius and is 0.54 mile in length; and on the extension from Debari to the Ahr river near Udaipur, at the 61st mile, the sharpest curve has a radius of 820 feet and is 0.16 mile in length.
- (e) Gradients.—Of a total length of 67.30 miles, 2.14 miles are on a gradient of 1 in 100, or steeper.

Appendix 47.
History of railways.

History of railways constructed and in progress

eage. Total. les. Miles.
1.00
11.0
51.11
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Appendix 47. History of railways.

### REMARKS.

### West of India Portuguese railway—

(a) The West of India Portuguese railway is worked under the following contracts:-

Contract of—18th April 1881, modified by the contract of 19th December 1892 (between the Portuguese Government and the West of India Portuguese Railway Company) for the construction of a harbour at the Port of Mormugao and a railway from Mormugao to the Portuguese Frontier.

28th June 1893 (between the Southern Mahratta Railway Company and the West of India Portuguese Railway Company) for working the portion of the line between the Portuguese Frontier and Castle Rock.

- (b) The general conditions of the contracts are as follows:-
  - (i) Government (Portuguese) aid.—Five per cent, per annum is guaranteed on £ 800,000 and 6 per cent. on £ 550,000.
  - (ii) Currency of contracts.—The contract of 1881 is current for a period of 99 years from date of opening, when the line and all its appurtenances become the property of the Portuguese Government by payment to the Company of the value of rolling-stock, moveable machinery, stores, etc. The Portuguese Government may, however, determine the contract at any time, on six months' previous notice, by payment in sterling of the actual outlay of the Company on the railway, telegraph and other works, with 10 per cent. added thereto, together with the then value of rolling-stock, machinery, station appliances and stores. The contract of 1893, between the Southern Mahratta and West of India Portuguese Railway Companies is to continue in force, subject to amendment or determination on twelve months' notice by either party.
  - (iii) Power of Company to surrender contract.—The Company can at any time surrender the contract by giving six months' notice if the Portuguese Government fail to pay in full the interest guaranteed on their capital. On surrender of the contract, the Portuguese Government are to pay to the Company in sterling an amount equal to the total capital expended on the railway, telegraph, etc., and in addition 10 per cent. of such expenditure; and also purchase the rolling-stock, machinery, etc., at a valuation.
  - (iv) Terms of working.—The net earnings to be applied—In payment of working expenses in excess of earnings in any previous year; in payment of a contribution sanctioned by the Portuguese Government towards a reserve fund; in payment of the guaranteed dividends on the capital of the Company; and in payment of the residue to the Portuguese Government and the Company in equal proportions.
    - By agreement with the Southern Mahratta Railway Company for working the ghât section and Castle Rock station, the maintenance charges are borne by each railway within its own limits. The locomotive expenses are debited with 6½ per cent. per annum on the cost of all buildings and works, and with 9 per cent. on sidings, the total being divided between the two railways in proportion to the number of engines of each stabled at Castle Rock. The Southern Mahratta railway furnish 3 ghât engines which will not perform more than  $\frac{7}{83}$  of the total ghât engine-mileage, and if this is exceeded, the Southern Mahratta railway receive 8 annas per excess engine-mile. The Southern Mahratta railway pay the West of India Portuguese railway for haulage of the Southern Mahratta railway trains between Castle Rock and the Frontier, a sum calculated on the actual Southern Mahratta railway train-mileage at the West of India Portuguese railway average rate for train staff expenses per train-mile.
  - (v) Rates and fares.—The maxima to be fixed by the Portuguese Government within the maxima in force on the Great Indian Peninsula railway, and not to be raised without the consent of that Government.
    - The shipping and port charges to conform with those in force under the Bombay Port Trust, and not to exceed those charges without the mutual consent of the British and Portuguese Governments.
  - (vi) General remarks.—The line was constructed with the object of connecting the British and Portuguese territories and of affording the Southern Mahratta country a harbour on the West coast.

### 2. Details of construction.-

- (a) Permanent-way.—The permanent-way throughout is of 62 lb. State railway type with ten sleepers to the rail. The sleepers used are crossoted pine, sal, teak and jamba.
- (b) Ballast.—The line is ballasted with laterite and blue stone.
- (c) Tunnels.—There are 12 tunnels and 2 covered ways, 5 of which are over 500 feet in length.
- (d) Fencing. The line is partially wire-fenced.
- (e) Curves.—The sharpest curve is of a radius of 720 feet.
- (f) Gradients.—Of a total open mileage of 51 11 miles, 38 miles are on a gradient of 1 in 100, and 13 miles (ghats) on a gradient of 1 in 40.

# APPENDICES of IMPORTANT DOCUMENTS.

Appendix A. Important Documents.

### APPENDIX A.

Memorandum, dated 19th March 1902, by the Honourable Mr. A. T. Arundel, C.S.I., I.C.S., on the anticipated capital expenditure on railways for the year 1902-1903.

In preparing the programme of anticipated railway capital expenditure for the year 1902-1903 I have kept the same classification as was adopted by my predecessor, Sir A. Trevor, last year. The proposed allotments for open lines (a) are first shown, including the provision of rolling-stock, and the other requirements for the maintenance and development of traffic; (b) next the funds necessary for the steady prosecution and early completion of lines already in progress; and finally (c) the amounts to be allotted for the construction of new lines.

Statement A shows these figures to be as follows:—

	C .					Budget for 1902-1903. (000 omitted.) Rg.
(a) (b)	Open lines and rolling-stock . Lines already under construction	:			•	5,50,82 4,54,76
(c)	New lines proposed to be begun in	1902-	1903	•		10,05,58 91,42
						11,00,00

As explained by Sir A. Trevor last year, the principle followed has been that the amount required to meet the needs of open lines should be regarded as a first charge upon the money available for railway purposes; and that every effort should be made to provide in full for all demands arising out of the development of existing traffic; that next in order, provision should be made for the steady prosecution and early completion of lines in progress; and lastly, that provision should be made for undertaking new projects so far as the State is able to find money to complete them without financial embarrassment to the Government.

2. It will be seen that Statement A as now drawn up differs from Statement A of last year in omitting forecast figures for 1903-1904 and 1904-1905.

The reason for this change is that the figures are unavoidably misleading. It will be seen by a reference to last year's Statement A that the total "Forecast of Capital Expenditure on Railways" was as follows:—

1901-1902.	1902-1903.	1903-1904,
Rs. 10,32,44	Rs. 6,83,13	Rs. 5,28,31
	.,,00,20	0,20,01

But these rapidly diminishing figures did not at all mean that the total expenditure on railways would thus dwindle in 1902-1903 and 1903-1904. The amounts fell, because, in the absence of information as to the total amount that might be available for railway purposes generally in the next two years, it was impossible to say what new works could be undertaken in those two years, and consequently the figures only included the work which had already actually begun, or on which Government has actually incurred liabilities.

In the present statement therefore no detailed figures are given of the probable expenditure on railways in the years 1905-1904 and 1904-1905, as any such detail must necessarily be misleading, but it may be remarked there is no reason to suppose that the requirements for works necessary for dealing with existing traffic and the development of railways will be in any degree less in those years than during 1902-1903, on the contrary, it is probable that they will continue to increase year by year.

- 3. A modification has also been made in Statement B, "new lines to be taken up as funds permit." It has been found that no specified order of urgency can be strictly adhered to, and the new lines have therefore been grouped geographically. The foregoing changes merely adapt the statements more nearly to actual facts, and give form (paragraph 4) to Sir A. Trevor's intimation that, except in so far as it embodies the actual Budget provisions for the year next ensuing, the whole programme is provisional and liable to reconsideration.
- 4. Turning to the details of the year just closing, I note that the amount originally proposed for expenditure on Railway construction in 1901-1902 was Rs. 9,25,00,000, which was afterwards raised by supplementary grants to Rs. 10,32,44,000. There has, however, been a large lapse on this grant of about Rs. 93,89,000 owing to short outlay in England against the sums set aside for the purchase of rolling stock, stores, etc.

A portion of this has been utilized in commencing construction works on the Allahabad-Fyzabad and Jeeh-Doab railway, the Dhanbaid Chord and other lines in the Jherriah Colliery and the Kabul River Bridge. These lapses, however, cannot be foreseen until it is too late in the year to do much towards utilizing them by increased expenditure in India.

- 5. After providing for the requirements of "open lines" and "lines under construction," the programme for "new construction" provides for an expenditure of Rs. 1,89,68,000 in the forthcoming year on the following 12 projects:—
  - 1. Allahabad-Fyzabad.
  - 2. Jech-Doab.
  - 3. Bengal-Nágpur, Jherriah and Grand Chord link.
  - 4. East Indian railway, Grand Chord and Colliery lines.
  - 5. Godhra-Baroda Chord.
  - 6. Azhikal-Mangalore.
  - 7. Henzada-Kyangin.
  - 8. Ranaghat-Moorshedabad.
  - 9. Lower Sind Extensions.
  - 10. Rewari-Phulera Chord.
  - 11. Indus Bridge (Khushalgarh).
  - 12. Other military lines.

Owing to the lapses on the grant referred to above, it has been found possible to put in hand the first four projects during the current year, and the allotment now made of 130 laklis will enable these lines to be carried on with energy.

It is intended to proceed with the next four projects during the approaching working season, so that full provision has been made for eight out of the twelve.

The remaining four will be held in abeyance at present, pending the usual consideration of the financial position next autumn, as it is not desirable to embark on new lines unless they can be carried to completion within a reasonable time.

6. In last year's memorandum it was said that owing partly to the unfortunate continuance of famine conditions during the earlier months of the year 1900-1901, and partly to the movement of an unusually heavy crop of rice in Burma and of cotton in Bombay, a surplus of about  $23\frac{1}{2}$  lakhs was expected in the railway revenue account of the year. This expectation has been more than fulfilled, the surplus amounted to over  $48\frac{3}{4}$  lakhs.

The estimates for 1901-1902 allowed for a deficit of about  $24\frac{3}{4}$  lakhs on the assumption that the ordinary improvement to be expected from general development of traffic and from additions to the open mileage would be counterbalanced by the loss of the specially heavy traffic due to famine. The revised estimates, however, anticipate a surplus of nearly  $1\frac{1}{4}$  crores. This result is dure chiefly to the large development of both passenger and goods traffic attendant on the return of more favourable seasons, but also in some degree to the continuance of the special famine traffic. The estimates for 1902-1903 anticipate a surplus of about  $44\frac{1}{4}$  lakhs.

# Appendix A. Important documents.

### Appendix A-continued.

7. The subjoined table shows the progress made in the development of railway communication, including lines financed by Native States or Companies outside the programme, during the year 1901-1902:—

<del></del>					M	ILEAGE.		
				Ат сом	MENCEMENT (	OF YEAR.	During T	HE YBAR.
Year.		r,		Opened.	Commenced, but not open.	Sanctioned, but not commenced.	Opened or likely to be opened.	Sanctioned.
1901-1902	•••	***	***	25,072	1,863*	282	, 457	633

^{*} Of which 861 miles will probably be ready for opening in 1902-1903.

- 8. Statement C shows the lines under negotiation for construction by private agency.
- 9. Statement Dis a memorandum on the construction of railways. It shows that, after making allowance for corrections of mileage, the total length of open line will be 25,528.88 miles; of which there will be,—

Broad gauge	•••	***	•••	•••	Miles. 14,089
Metre gauge	•••	***	•••	•••	10,725
2' 6" and 2' 0" g	auges	•••	•••	•••	715
		Tota	L	•••	25,529

The mileage under actual or impending construction on the 1st April this year is 2,284.27 miles.

The number of miles completed during 1901-1902 was 459.

documents.

# Appendix A-continued.

STATEMENT A.

### STATEMENT

OF

Anticipated Capital Expenditure on Railways, Open or under Construction, for the year 1902-1903.

Branch lines under Rebate terms are excluded.

# Appendix A. Important documents.

# Appendix A-continued.

# Capital Expenditure on Railways-1902-1903.

(OMITTING 000.)

	1								1	
No.				Bailway,					Grants allotted for 1901-1902.	Distribution of Grants during 1902-1903.
				· · · · · · · · · · · · · · · · · · ·		r muse, annu sir muse i r mare i r d	ing an ang ang ang ang ang ang ang ang an		Rs.	Rs.
			0	PEN LINE	ES.					
			Br	State Age	INCY.				•	· 
1	Eastern Bengal	•••	•••	•••	,	•••	•••		36,76	59,38
2	Oudh and Robilkhand		•••	•••	•••	•••	***	<i></i>	13,03	49,00
3	North Western		***	•••	•••	***	***		55,66	49,10
4	Warora Colliery		•••	•••	,	•••	***		-60	-35
5	Stores and Reserve	•••	***	•••	***	•••	•••			25,02
.6	Peshawar Railway Res	erve	•••		,••	•••	•••		2,00	•••
7	Hyderabad-Rahoki Sec	tion	•••	•••	,     .	•••			8	***
				Total	l Open Line	s by State A	lgency		1,06,93	1,81,15
								1		
	1					•				
		Br тн	E AGENCY	of Main	Line Com	?anies.				
8	East Indian	Вr тн 	E AGENCY	of Main	Line Com	Panies.	•••		1,19,29	1,46,53
<b>8</b> 9	East Indian Rajputana-Malwa								14,88	1,46,53 30,00
_	East Indian Rajputana-Malwa Tirhoot		•••	•••	•••	•••				
9	East Indian Rajputana-Malwa Tirhoot South Indian		•••				•••		14,88	30,00
9 10	East Indian Rajputana-Malwa Tirhoot South Indian Great Indian Peninsula			•••	•••		•••		14,88 5,00	30,00 10,05
9 10 11	East Indian Rajputana-Malwa Tirhoot South Indian						•••		14,88 5,00 4,60	30,00 10,05 8,00
9 10 11 12	East Indian Rajputana-Malwa Tirhoot South Indian Great Indian Peninsula Madras Railway—Nort								14,88 5,00 4,60 8,16	30,00 10,05 8,00 2,30
9 10 11 12 13	East Indian Rajputana-Malwa Tirhoot South Indian Great Indian Peninsula Madras Railway—Nort		   						14,88 5,00 4,50 8,16 8,00	30,00 10,05 8,00 2,30 25,25
9 10 11 12 13	East Indian Rajputana-Malwa Tirhoot South Indian Great Indian Peninsula Madras Railway—Nort Bezwada Extension . Guntakal-Mysore Front		   Line 						14,88 5,00 4,60 8,16 8,00	30,00 10,05 8,00 2,30 25,25
9 10 11 12 13 14	East Indian Rajputana-Malwa Tirhoot South Indian Great Indian Peninsula Madras Railway—Nort Bezwada Extension Guntakal-Mysore Front Bhopal	hEast	Line						14,88 5,00 4,50 8,16 8,00 8	30,00 10,05 8,00 2,30 25,25 8
9 10 11 12 13 14 15	East Indian Rajputana-Malwa Tirhoot South Indian Great Indian Peninsula Madras Railway—Nort Bezwada Extension Guntakal-Mysore Front Bhopal	h-East	Line						14,88 5,00 4,50 8,16 	30,00 10,05 8,00 2,30 25,25 8 10 3,65
9 10 11 12 13 14 15	East Indian Rajputana-Malwa Tirhoot South Indian Great Indian Peninsula Madras Railway—Nort Bezwada Extension Guntakal-Mysore Front Bhopal	h-East	Line						14,88 5,00 4,50 8,16 	30,00 10,05 8,00 2,30 25,25 8 10 3,65
9 10 11 12 13 14 15	East Indian Rajputana-Malwa Tirhoot South Indian Great Indian Peninsula Madras Railway—Nort Bezwada Extension Guntakal-Mysore Front Bhopal	h-East	Line						14,88 5,00 4,50 8,16 	30,00 10,05 8,00 2,30 25,25 8 10 3,65
9 10 11 12 13 14 15	East Indian Rajputana-Malwa Tirhoot South Indian Great Indian Peninsula Madras Railway—Nort Bezwada Extension Guntakal-Mysore Front Bhopal		Line						14,88 5,00 4,50 8,16 8,00 8  1,92 3	30,00 10,05 8,00 2,30 25,25 8 10 3,65
9 10 11 12 13 14 15	East Indian Rajputana-Malwa Tirhoot South Indian Great Indian Peninsula Madras Railway—Nort Bezwada Extension Guntakal-Mysore Front Bhopal		Line						14,88 5,00 4,50 8,16 	30,00 10,05 8,00 2,30 25,25 8 10 3,65

# Appendix A. Important documents.

# Capital Expenditure on Railways-1902-1903-contd.

•				(OMI	TING 0	00.)				•
No.				SAILWAY.				al	Grants lotted for 1901-02.	O'stribution of Grants during 1902-03.
			OPEN I	LINES—con	td.	Brought fo	orward		Rs. 2,52,79	Rs. 4,07,12
		Against Gu	THE CAPI	TAL ACCOUN RAILWAY C	TS OF THE	OLD				
18	Madras	***	•••	•••	•••	***	•••	•••	22,15	22,75
19	Bombay, Baroda and	Central In	dia	•••	•••	•••	***		37,72	16,25
			То	tal Open Lin	es old Guar	anteed Comp	panies		59,87	39,00
	A	gainst ti Compan	*** ANTED	L Accounts THAN THE WAY COMPA	OLD GUAR	RAILWAY ANTEED				
20	Bengal Central		488	100	•••	•••	•••	,,,	1,78	2,00
21	Bengal-Någpnr (inc	luding the	Northern	Section of th	e East Coas	t Railway)	•90	•••	4,19	16,30
22	Burma	s••	m	***		•>1	•••		16,34	28,90
23	Indian Midland		<b>,,,</b>	••• •	•••	•••	•••		25,48	35,50
24	Lucknow-Barcilly	•••	•1•	***	•••	•••	101		4,90	11,40
2	5 Southern Mahratt	a (includir	g Mysore	section)	•••	•••	•••	***	4,26	10,60
			,	Total Or	en Lines ot	her Railway	Companies	•••	56,95	1,04,70
	1				Total Op	en Lines—	carried over	***	3,69,61	5,50,82
					***************************************				1	. 98

# Appendix A. Important documents.

# Appendix A-continued.

# Capital Expenditure on Bailways-1902-1903-contd.

(OMITTING 000)

	· (Only 11110		,			·	
No.	BATLWAY,		Leagth,	Amount of estimate or approximate cost.	Outly to end of 1900-01.	Grants allotted during 1901-02,	Distribution of grants during 1902-03.
•	Total Open Lines—brought forward	•••	Miles.	Rs	Rs.	Rs. 3,69,61	Rs. 5,50,82
	LINES UNDER CONSTRUCTION.						
	By Agency of Main Line Companies,						
26	Tirhoot, Hajipnr-Begum Sarai-Katihar extension	•••	158	1,28,57	1,40,73	22,46	11,15
20	(i) Construction chargeable to Part II	•••	h .			}	
27	Assam-Bengal (ii) Land chargeable to Part I	•••	743	*12,00,00	9,90,42	74,55	61,74
	(iii) Chittagong jetties	•••	***	7,36	6,26	45	30
	Moghal Serai-Gya	•••	126	1,61,92	b		\
	Dehree-Daltonganj	•••	78	76,55	35,81	28,21	6,23
28	East Indian Grand Chord	•••	99	1,41,14			28,75
	Colliery Sidings	•••	14	8,86			5,99
29	Madnra-Pamban	•••	91	68,90	17,01	31,10	15,00
30	Tinnevolly-Quilon, British Section	•••	50	45,06	10,25	17,13	9,00
31	Ditto Native State Section	•••	58	1,12,65	14,36	36,64	21,00
	Total	•••	1,417	19,51,01	12,14,84	2,12,54	1,59,16
						-	
	Against the Capital Account of the old Guabanteed Railway Companies.						
32	Calicut-Cannanore branch, Madras Railway	•••	59	67,55	42,60	27,60	4,00
33	Azhikal-Mangalore	•••	77	1,08,63			10,00
34	Godhra-Baroda, B., B. & C. I. R	***	44	34,11			14,00
	Total	•••	180	2,10,29	42,60	27,60	28,00
	Against the Capital Account of Indian Railway Companies other than the old Guaeanteed Railway Companies.					-	
	   Sini-Midnapur-Cuttack-Calculta	•••	353	8,02,45	h		
	Raipnr-Dhamtari	•••	56	13,64			
	Jubbulpore-Gondia (Satpara)	***	253	85,11			
35	Bengal-Nágpur   Midnapur-Jherriah Extension	•••	114	1,07,81	7,27,42	1,56,20	1,91,79
	Grand Chord link	•••	28	31,57		ļ	
	Colliery lines	•••	25	18,54		}	
	(Mandalay-Kunlon (as far as Lashio)	•••	175	. 2,18,41	5		
	Meiktila-Myingyan	•••	58	34,55	2,64,21	36,92	6,00
36	Bnrma Sagaing-Monywa Alon	•••	71	33,97			1
Ì	Letpadan-Henzada-Bassein Extension	1.0	109	98,62	5		
1	Henzada-Kyangiu	•••	66	64,59	27,90	42,38	19,60
	Тотль	•••	1,308	14,99,26	10,19,53	2,35,50	2,17,39
	Total lines under Construction by Companies, carried over		2,905	36,60,56	22,76,97	4,75,64	4,04,65
		***		·	·	_\	-
	Total Open Lines—carried over	***			•••	3,69,61	5,50,82

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Appendix A. Important documents.

### Capital Expenditure on Railways-1902-1903-contd.

(OMITTING 000.)

				(OMI	TING 000	0.)									
No.		Railway.					Leng	th.	Amo of estin o appr ma	nate r oxi-	Outlay to end 1900-0	ot	Grants allotted during 1901-02.	lofer	bution ruts ung 2-43.
-	Total Op	en Liues—br	ought forw	ard	•••		Mil	es.		Rs.	Ri		Rs. 3,69,6	1	Rs. 50,82
	Total Lines	noder Const	ruetion— br	rought fo	rward	•••		2,905	36	60,56	22,7	6,97	4,75,6	4 4	,01,55
		NDER CON			đ.										
37	Hardwar-Dehra	***	••	•••	•••	•••		32		26,05		25,81		42	78
38	Brabmaputra-Sultanpur	•••	•••	•••	•••	•••		60		26,44		24,78	3,	08	13
	Total against the Ca	pital Acconn	t of Branch	Line Cor	npanies	•4	 	92		52,49		50,59	3	,50	91
!	•	By TH	e State.												
39	Ghaziabad-Moradabad		•••	•••	111	•		8	7	82,71 59,70	- 1	75,59 56,38	1	7,46 -50	•••
49	Godavari Bridge	•••	•••	•••	•••		'''	•••		31,0	1	27,89	1	-63	
41	Iudus Bridge (Kotri)	•••	***	•••	•••			•••	75	31,5	- 1	19,96		2,25	40
42	Jodhpar-Hyderabad (Brit	tish Section)	•••	•••	•••				21	90,7	1	1,01	L	1	•••
43	Agra-Delhi Chord	•••	•••	***	•••					20,4	5		:	7,00	18,34
	1	Chitpore Ext Rnngpore-D		•••	•••			;	51	45,4	4	43,68	3 3	23,67	8,60
44	20,000	Donbling th		•••	***				26	50,3	36			1,50	4,54
	1		•••	•••	•••				42	22,0	08	15,9	1	4,05	2,89
45	and a second	 Kohat-Thal		•••	•••				88	50,9	96	3,7	5	28,79	18,27
40			***	•••	•••		•••		1	11,	- 1	•••	'		2,00
47	1	•••	•••	•••	•••		•••		52	25,	1	•••		1,20 5,00	20,00 50,00
4:		•••	•••	•••	•••				97	1,17,	- 1	•••			10,00
5		a	•••	•••	•••		•••		96	84,	80	•••		•••	2,00
5		•••	***	•••	•••		***		76 133		,24	•••			2.00
5		•••	***	***	***		•••			***	~~	•••		•••	4,68
5	3 Military Lines	•••	•••	•••	•••		"	•••		,,,					
	To	tal—Lines u	nder Constr	netion by	the State		•••		945	8,37	,96	2,44	25	89,80	1,43,72
	,	To	tal—Lines	nnder Co	nstruction			3	,942	45,5	1,01	25,71	,81	5,68,94	5,49,18
	GRAND TOTAL-	-Open Lines	and Lines	nnder Co	onstruction		•••	•			·	••		9,38,55	11,00,00

Statement of Capital Expenditure on Railways-1902-1903-coneld.

(OMITTING 000.)

		Bailw	ar.		٠			Distribution of Grants during 1902-03.
	. ABSTRACT BY OPE	EN LINES .	AND CONS	TRUCTI	on.			Rs.
	I.—Car	PITAL FOR O	PEN LINES.					,113,
i. By	State Agency	•••	•••	•••	***	•••		1,81,15
ii. By a	gency of Main Line Companies	•••	•••	•••	•••	•••		2,25,97
iii. By s	gency of old Gnaranteed Companies	•••	•••	•••	•••	•••		39,60
iv. By a	gency of other Railway Companies	•••	•••	•••	••••	•••	•••	1,01,70
v. By	agency of Branch Companies	•••	•••	•••	***	•••	•••	***
	•				•		[-	
	•			r	COTAL OPEN	Lines	•••	5,50,82
	IICAPITAL FOR LI	NES UNDER	Constructi	on by Co	OMPANIES.		-	
i. By s	gency of Main Line Companies	•••	•••	•••	•••	•••		1,59,16
ii. By a	gency of old Gnaranteed Railway Comp	anies	•••	•••	•••	•••		28,00
iii. By a	gency of other Railway Companies	. •••	•••	•••	•••	•••		2,17,39
iv. By a	gency of Branch Line Companies	•••	***	•••	•••	•••	•••	91
		Total Line	s under Co	ONSTRUCT:	ion by Com	Panies	,	4,05,46
	, III.—Capital for Line	es under Co	onstr <b>uc</b> tion	BY THE				1,43,72
	ABSTRACT SHOW	ING DIST	RIBHTTION	BV FIIN	GRAND	TOTAL	""	11,00,00
	ABSTRACT OROT		r) Open Lind		100.			1011*
	(i) By State Agency	₹	b) Constructi		•••	•••	***	1,81,15
I.—From		<b>~</b> (c	) Constructi	он ,,,	•••	// / / / / / / / / / / / / / / / / / /		1,43,72
Funds.	, , , ,	<i>c</i> ( -	r) Open lines			Total		3,24,87
	(ii) By the Agency of Main lir	ic Com- }`			***	•••	***	2,25,97
	panies.	Clo	) Constructi	on	•••	***	•••	1,59,16
						Total	-	3,85,13
					T	OTAL I		7,10,00
II.—Aga	ainst the Capital Accounts of the old Gr	naranteed {	z) Open lines		***	•••		39,00
Ra	ilway Companies.	C(e	b) Constructi	ion	•••	•••		28,00
					To	TAL II		67,00
III.—Ag	gainst the Capital Accounts of Indian Companies other than the old Guarante	ed Rail-{			•••	444		1,01,70
,	way Companies.	((	b) Constructi	on	•••	•••	. •••	2,17,39
				•	Ton	AL III	•••	3,22,09
IV.—Ag	gainst the Capital Accounts of Branch L panies which are in receipt of a firm	ino Com- ((a	2) Open Line	es ,	•••	•••	•••	•••
	ment Gnarantee.	((	) Constructi	ion	•••	•••	•••	91
					Тэ	TAL IV	•••	91
	Total I to IV	5 (4	2) Open Line	es	•••	•••		5,50,82
1	TOTAL I TO I V	. <b>"                                   </b>	b) Constructi	on	•••	***		5,49,18
1								

# Appendix A. Important documents.

# STATEMENT B.

List of new lines to be taken up as funds permit with the estimated yearly provision required to

				hs of rup							
					Miles.	Estimated		APPROXIMAT	R AMOUNT 1	FACIL YEAR.	
					Miles.	cost.	1st.	2nd.	3rd.	4th.	Future.
East Indian Railway System-	_					Lakhs.	Lakhs.	Lakhs.	Lakhs.	Lahhs.	Lakhs.
Grand Chord	***	***	•••	***	99	141	28	60	53		Lakns.
Bankura-Calcutta	•••	***	•••		96	110	10	50	50	489	
Shikohabad-Tarukhabad	•••	444	***	•••	66	45	10	35		***	""
Hooghly-Cutwa	•••	•••	4++	400	65	64	4	30	30		"
Benoal-Naopub Railway Syste	:M										***
Vizianagram-Raipur	•••	100	•••	•••	310	250	10	60	60	60	60
Easteen Bengal State Railwa	<b>Y</b> -							}		}	}
Quadrupling Eastern Bengal	State Railw	a <b>y</b>	•••	•••	20	40	10	10	20		-
Ganges Bridge at Sara (or els	ewhere)	***	•••	***		100	5	25	50	20	""
Dhubri-Ganbati	•••	***	•••	•••	151	165	15	50	50	50	""
Bengal and North-Western 1	BAILWAY-										"
Katihar-Godegari or Sara (ex	clusivo of G	inges bridge)	***	•••	187	155	15	50	50	40	-
Minor feeder lines to Tirhoot	State Railm	···	***		160	120	20	40	40	20	
OUDH AND ROHILEHAND RAILW	TAY-					1					"
Bareilly-Soron	***	• •	•••		63	54	10	20	24		
ruquual-bedailellA	***	•••			62	48	10	30	8		
Minor feeder lines to Oudh ar	nd Robilkha	nd Railway	•••	•••	100	50	10	20	20		
NORTH WESTERN RAILWAY-		•				1				""	"
Lower Sind Extension	•••	***	414	•••	76	61	2	30	29		,
Indus Bridgo (Khushalgarlı)	.11	***	•••	••		12	2	j	1		
Conversion Khushalgarh-Koli			) . <b></b>	•••	91	15	5	10	ł		***
Jech-Doab Railway (Southern	•		•••	•••	92	54	4		1	1	
Minor feeder lines to North 1	Ť	WAY	***	,	100	50	10	20	20	-{	
BOMBAY, BARODA AND CENTEAL		•		-							"
Rewari-Phulera	***	***	***		133	53	3	30	20		1
Báráu-Ajmer-Marwar	•••	4.4	144	•••	213	135	16	48	48	1	1
Bombay-Kutch connection	•••		•••	140	275	340	10	30	30	30	(
Nagda-Bírán-Muttra (or Ban		***	•••	•••	355	350	10	50	90	1	
GEEAT INDIAN PENINSULA RAII		•••	•••	•••							
Agra-Delhi	***	•••	***	••1	121	90	5	40	45		
Minor Teeder lines to Great I	ndian Penin	sula Railway		•**	60	30		15	10		
Mannas Railway— Azhikal-Mangaloro			•••	•••	78	109	10	30	40	29	1
Cooncor-Octacamund	•••				12	19	9	10			
Minor Feeder (or famine) line	***	•••	•••	•••	186	40	10	10	10	10	1
Southern Mahratta and South		7	•••	•••	1						
Trichinopoly-Tirukoilur			•••	•••	97	75	10	35	30		
Naujangud-Erodo	•••	***	•••	••	120	123	28	50	50		
Bunma Rahway— Henzada-Kyangiu		<b>A</b> C-			66	55	15	30	10		=
Pomatalasia	•••	•••	***	•••	70	75	5	46	30		
-	•••	•••	•••	•••		50	10	25	15		
Sagaing Bridge	•••	***	•••	100	3,524	3,078			-	-	-

# Appendix A. Important documents.

### Appendix A-continued.

### STATEMENT C.

Statement showing the lines of railway proposed, or which were or are the subject of negotiations for construction by private companies.

		Construc	ivon og	private co	mpwwes.
No.	Name of Bailway.		Length.	Estimated cost.	Bemynra.
	<u> </u>				
	Madbas—			Rs.	
				0.000.000	
1	Kuruool Road (Dhone)-Kurnoo		32	9,88,000 53,50,000	Negotiations concluded. Signing of contract awaited.
2	Bezwada-Masulipatom Vizianogram-Raipur with Soin	Lilla Deanah	50 359	2,81,01,780	Negotiations in progress.
3	Vizianigram-Raipur with Soin	mia Dranen	309	2,81,01,700	regulations in progressi
	HYDEBABAD-		ł		1
4	Raichur-Wondalli	•••	43	12,53,300	Negotiations concluded.
	Волит—				•
5	Nadiad-Kapadyanj	***	22	15,40,000	Negotiations fallen through.
6	Sabarmati-Dholka	•••	33	13,07,966	Work authorized.
	•			}	
	Rajputana				
7	Bárán-Marwar	***	213	1,35,00,000	Negotiations in progress.
	U. P. of Agea and Oudh-				,
8	Fatohpur-Markundi	20	61	42,70,000	Under consideration.
	Punjab				
	LONJAB				•
9	Kangra Valley	•••	87	66,00,000	Concession recommended to Secretary of State.
10	Jullundur-Hoshiarpur	•••	24	14,71,109	Negotiations in progress.
11	Amritsar-Tarn Taran-Patti	•••	30	17,24,300	Concession granted, but floating of company deferred owir to unfavourable state of monoy market.
	Brngar-				
12	Kissengungo-Kotchandpur-Mag	gara	64	49,91,494	)
13	Phulbari-Sumjhia	••• ••	13	4,41,745	Under consideration.
14	Akhanra-Bhairab Bazar	•••	19	16,18,000	Negotiations in progress.
15	Laksam-Noakhali	•••	39	23,40,000	Work authorized.
16	Chandipur-Taki	•••	38	20,00,000	7
17	Bhagulpur-Bausi-Baidyanath		69	65,31,000	Concession lapsed.
.18	Hooghly-Cutwa	•••	65	63,11,900	Negotiations in progress.
,	Assau—				
٠					
19	Tilagaon-Sylhet	•••	39	38,00,000	Negotiations in progress.
_					

### STATEMENT D.

Memorandum on the construction of railways.

JII C	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	wine one one con	siruction of railtoays.	-
Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian Indian   Cast Indian Indian   Cast Indian Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast Indian   Cast In	600 600 600 600 600	Miles. Miles.  1,837-10	At the commencement of 1901-1902 the 1st April 1901, the total length of open for traffic was 25,072.46 miles made follows:—	railwave
liczwada catension (East Coast Siste) Madras railway, North-East line	•••	(e) 20 68 (f) 810 85	Miles.	Miles.
(North-Western, Including Ferozepore-Bhatin	ada sec-	. ì	5' 6" gange	
(II) Hyderabad-Shadipalli Oudh and Rohlikhand Eastern Bengal	(g) &  	(i) 59 91 (i) 59 91 1,037 59 263 04	(i) State lines worked by companies 6,537.41	
(III) { Bombsy, Baroda and Central India	***	873) 811 12 811 12	(ii) State lines worked by the State 4,150-12	
Delhi-Umbalia-Kalka	***	(f) 162 21) (f) 22 23 (f) 73 76   67 195	(iii) Guaranteed companies 1,305.32	
(iv) Footh Behar (Lnekeeseral-Gya) Soothern Punjab (Delhi-Surana) Bardwar-Dehra Tapil Valley	***	(1) 75 76 (1) 423 93 (1) 33 91 (4) 153 45	(iv) Assisted companies 874.65	
(Khameion	***	(1) 7:25 (1) 6:44	(v) Lines owned by native	
Amraoil Bina-Geona-Fárán	***	(8) 143 59	states and worked by	
(v) { Bhopal-liars! (Native state section)	***	(b) 113 27   (b) 44 24 } 703 93	companies 703.98	
The Nizart's Quampieed State Năglá-Vijain The backwar's Petlad	***	(4) 31 31 (1) 33) 13	(mi) Times amond has madine	
Kolar Gold-Eelds	***	(4) 13 33 I	(vi) Lines owned by native states and worked by	
(vi) { Rajpura-B) atlada Jamma and Kashmir (Natice state s-ction)	***	(i) 107.05} (i) 15.02} 122.07	State railway agency 122.97	
	***	(1) 15 (2)		13,994.40
Dengal and North-Western— Ticheot section Company's section (m)		10771 10771	3° 32" gauge—	20,002 20
Locknon-fisrellly section (Bohlikund and Kr Hajputana-Malma	(4) (4) &	(3) 1,01133 [	(vii) State lines worked by	
Palaugur-Decen	•••	1.01.01	companies 7,459.72	
(vil) (timbakal-Mysore leonifer Mys resection (S athern Mahratta) South Indian	***	1'(01(1) 5.2'(0) (0) [15:0] 2'425.23	•	
} }icyarata" - >inininifi	***	(f) 51 04 f	(viii) State lines worked by	
Aven i-Bergal	***	\$76°16 ; \$,124°00	the State 660'29	
Sha lipalli-Pa'otra (British section)— Sha lipalli to Jod) pur frontier	•••	(4) (23.75)	(ix) Assisted companies 413.25	
Entern Bengal- Nerthern and Beharneetlingfinely lingthe &	Tawaly.		•	
Dharfff, 2'd gauge, I ranch, and Prillak fren, Onch Betar Gastrofast extension 2	, ° 6';		(x) Lines owned by native	
Dienstration	***	401777) 85 92 6 600 20	states and worked by	
Canniote-Burhnal(Metre gange liel)	***	(e) \$2.00}	companies 611.98	
Desploy	#41 #**	(1) (0) [0]	(xi) Lines owned and worked	
Mymensingh Jamsipur-Jagannathgas J P bilkund and Kumaen (Ompany's section)	***	(e) 63 37 13 02	by Native States 1,134.77	
(is) diengal Dours extensions	414	55 47   55 (6) \$ \$15-55		
Dibru Sa ilea	4+4	(0.12)	(xii) Foreign lines 73.61	30.000.00
At magging and the	•••	(d) 6129 (e) 1+ 00		10,383.62
Right on on on	***	(r) 18 (r)	Special 2' 6" and 2' 0" gauges-	
The Guckwar's Mel sana	***	(d) 02 637 (e) 3-5 2.1	(xiii) State lines worked by	
(2) Rollspur Mysore fevaller	***	(6) \$1.07 } 611.00	companies 56:24	
Mas Mapai landing	***	(a) 15:49 (c) 37(a)		
(Jothyot-li,kuntr	•••	612 237	(xiv) State lines worked by	
I'dalpur-t hiter ihevnamar floudal-Junegali-Portandar	44f	(r) 313 mi (r) (0 23 1,131 77	the State 70.25	
(x1) Internant toniquio unpuritoriandir Jamengar	(a	(e) 1523 (41387) (d. x) 5124	(xv) Assisted Companies 192.50	
Uthrheghdrh	***	(r) 275J	(at) assisted companies (iii zon co	
(xii) Yest of Itelia Portoguese	***	(r) 7.65	(xvi) Lines owned by native	
(Kera'klal-fresalam	**	(i)11(i)	states and worked by	
(alli) Bengal-Nagur— Balgur-Dhamtarl branch (2° 6°)	***	63.21	companies 242.31	
C. Section 12' 6')	•••	20:07)	(rui) Times award by rating	
(zir) North-Western - Nowsberg to Dargal (2 C")	•••	40.52 \$ 20.52	(xvii) Lines owned by native states and worked by	
(Parjeeling-Himalayan (2'0")   Rirai-Light (2'")	***	\$1.007 [ 63.12	State railway agency 33.78	
Horrali-Arita (2' 0')	••• .	29 69 [		
(xt) / Howrah-Sh-akhalla (2' 0"   Rapschat-Krishnagar (2' 6")	***	10.75 } 102.20 20.25	(xviii) Lines owned and worked	
Tárat celiwar-Ningra (2° C°)	•••	31·12 ) 27·10 )	by native states 94.36	
(The Grekwar's Dabhol (2'6") (2ri) (Pojtipla (2'6")	***	(d) 78 60 (d) 37:37 } 212:31	**************************************	$689 \cdot 44$
(Gwalfor Light (2'0")	•••	(6; 120.11)		<del></del>
(xvii) Coach Belizr (2' 6')	***	(1) 33:78	TOTAL	25,072·46
				<del></del>

⁽a) Although for convenience classed amongst State rallways, this line is the property of the Rengal Central Railway Company.

(b) Worked by the Great Inflam Peninsula Pathway Company.

(c) Purchased by the State from tast July 1000 and worked by the Great Indian Peninsula Railway Company.

(d) Worked by the Houbay, Baroda and Central India Railway Company.

(e) Worked by the Madras Railway Company.

(f) Worked by the Madras Railway Company.

(j) Including 6-01 indice of inflictary line not used for public frame.

(a) Incinding 6-01 indice of inflictary line not used for public frame.

(b) Incinding 6-02 indice of miscd (6' 6" and 3' 3'1") gauge between Kot Kapura and Railways, worked over by the North-Wesleru State and Raiputana-Malwa railways.

ways.

(i) Worked by the North Western State railway.

(j) Worked by the fact Indian Bailway Company.

(k) Worked by the Oudh and Roblikhand State railway.

(f) Excluding 219 miles, Trimulgherry troop siding, constructed but not used for ordinary public traffic.

⁽m) Although for convenience classed amongs! State rallways, this line is the property of the Bengal and North-Western Railway Company.

(n) Excluding 2 10 miles at Uljain and 3 07 miles between Agra East Bank and Agra Cantonment, Isld on the 5' 6" gauge.

(a) Worked by the South Indian Railway Company.

(b) Worked by the South Indian Railway Company.

(c) Worked by the South Indian Railway Company.

(c) Excluding 3 05 miles of the Lucknow Barelly railway between Daliganj and Alsibach, but heludding the length, Bara Bank! to Burhwal 16'70 miles and the length over Cawnpore bridge 0'69 mile laid on a mixed gauge.

(c) Worked by the Dastern Bengal State railway.

(d) Worked by the Bengal and North-Western Railway Company.

(e) Vorked by the Bengal and North-Western Railway Company.

(c) Irelading 4'69 miles of Bhávnagar Dock estates and Junágad quarry lines.

(e) Worked by the Bhávnagar-Gondal-Junágad-Porbandar railway.

(c) Including 3 09 miles of Bedl Bandar Dock estates siding.

Appendix A. Important documents.

And the mileage under construction or sanctioned for construction on the same date was 2,145.44 miles as follows:—

			Miles. Miles.	Miles.
5' 6" agua	Miles.	Miles.	East Inuisin—  Extension of third line between Kall- pulari and Nooma  Shikohabad to Farukhabad (a) 65-92 Baru to Daltonganj 78 33 161-70	
5' 6" gauge—  (i) State lines worked by companies	392·18		Sitarampar to Domohani 699)  [1] Bengal Central— Dum-Dum Cantonment to Pattipooker 2:03   Bengal-Nágpur— Cossyo to Midnapore 2:25   Midnapore to Bujudih 114:39   116:61	392.18
(ii) State lines worked by the State	6•83		(ii) Eastern Bengal— Chitpur Terminas 0'83 } Panchooria to the Ganges 0'00')	6.83
(iii) Guaranteed companies	59.75	•	(lii) Madras-	
(iv) Assisted companies	0.79		Calient to Azbikal (iv) Southern Panjab (Delhi-Samasata)—	59 75
(v) Lines owned by native states and worked by companies	20.75		Delhi Brewery to Delhi (v) Petlad-Cambay	0.79 20 75 79 61
(vi) Lines owned by native states and worked by State railway agency	79-61			
3' 38" gauge—	generaliza energi	559·9 <b>1</b>	Bengal and North-Western— Triboot section— Triboot section— Triboot section— Triboot section— Triboot section— Triboot section— Triboot section— Sakri to Januagar(a) 30 47  Company's section—  Azamgarh to Sbahganj 33:00  Lucknow-Brielly section Robilkund and Knmaou)— Dudna to Moban river South Indian—  1 South Indian—	
(vii) State lines worked by com- panies	712.32		(vii) Madara to Toni Torai 91'33 Timerells Quiloa (Travaneore) branch Letter Section) 46'47 Mayavaram-Mutupet Letter Matupet to Arantangi 51'01 Assam-Bengal	712-33
(viii) State lines worked by the State	43.70		Damehara to Lumding 95'53 165'99 Naria to Tinsukin 70 16 165'09 Narian Narianti to the sight head of the	
(ix) Assisted companies	53.76		Salween river 157.73 276.72 Basselu rud Henzada to Letpadan 119 01 276.72	
(x) Lines owned by native states and worked by companies	151-14		(viii) Eastern Bengal— Teesta bridge at Kannia 4'57 Mogbalbat to Dhubri 33 83}	43.70
(xi) Lines owned and worked by native states	160.85		(ix) An Dim to Bagrakote 676 Dam Dim to Bagrakote 676 Ledo and Tikak-Margherita Colliery— Margherita to Namdang 200)	53:76
		,121.77	(ri) Shoranur-Cochun— Shoranur to Erankulam Tiunerelly-Quilon (Travanoore) branch (Native state section)  (x) Shoranur to Erankulam  G1:G3  G1:G3  Figure R1-Quilon (Travanoore) branch (Native state section)  56:86	151-14
Special (2' 6' and 2' 0') gauges— (xii) State lines worked by companies	252-67		(xi) { Johnner Sikaner Bikaner section Suratgarh to Bhatinda	160-85
(xiii) State lines worked by the State	88.12			
(xiv) Assisted companies	91.16		•	
(xv) Lines owned by native states and worked by companies	31•81		(xii) Bengal Nézpar— Jubbulpore-Goudla and branches (2' 6")	252:67
•		463.76	(ziii) North-Western— Khusalgarb-Kohaf-Thal (2'6")	33·12
Total	2,	,145·44	(xiv) {Bársi Light (2' 6") Bársi Road Junction to Pandharpnr (a) 33'16 } Kalka-Sımla (2' 6") 68 00 }	91.10
There was thus a grand total railways completed and in har on the 1st April 1901, of miles	nd, ′	217,90	(xr) Rewah— Rewah to Snina (2' 6") (a	1) 51.81

WERT STAFF

		-						docu	nents.
	East Indian-   Katraszarh to Khanoodih   Therrigh to Phanhad   Tasin siding   Northern half of the Muti		  asgmh ei	 P201	7·80 3 75	Mites. M	les.	During 1901-1902, i.e., from 1st April 1 31st March 1902, 633-20 miles of new rehave been authorized as follows:—	901 to ailway
{i}	Bengal-Nagpur-	lie Chowra	ssie coat-fi		0·19 7·00	7	ા	5' 6" gauge— Miles.	Miles.
	Bujudih to Parihadihi Bujudih to Mhoda, includ Bhowra siding Southern half of the Mui connection	ling Dhage	_	ion 2	1.12	63-10	_	(i) State lines worked by companies 76.41	
	(North-Western-			•		. •		(ii) State lines worked by the State 116.07	
(ii)	Jech Doab line— Malakwal to the Karana Ondh and Rohilkund— Allahabad to Fyzabad		***	•••		91.67	6 07	(iii) Guaranteed companies 77.70	930.10
(iii)	Madras — Azbikat to Mangaloro	•••	•••		•••	7	7.70	3' 33" gange-	390.18
	Bengal and North-Western-		·		<u>, , , , , , , , , , , , , , , , , , , </u>			(iv) State lines worked by companies 161-48	
(ri)	i bama to chazione	•••	•••	•••	•••	31-167		(v) Assisted companies 72:46	
	Rajputano-Malwa—   Rewarl-Phulera Churd	•••	<b>;</b>		•••	133-32	81-18	(vi) Lines owned by native states and worked by	
(7)	(Noakhall (Bergal) – Laksam vil Noakhall to Ic Sabarmati-Dholkha –	hakhall	•••	·	•••		72:46	companies 12-20	01071
	Vijapur-Kalol-Kadi-	•••	•••	•••	•••	33.16)		Special (2' 6" and 2' 0") gauges-	219.1.4
	Kálol to Kadı	•••	•••	•••	***		12-20	(vii) Assisted ecompanies 25.00	
(rli)	Barsi Light (2'6") — Barsi Town to Tadwala	•••	•••			· · · · · · · · · · · · · · · · · · ·	23.00	(viii) Lines owned by native states and worked by companies 55.88	83:35
	Gwalior Light (2' 0") — Gwalior to Sabulgarh	144	•••		•••		55 SS	00 00	30 0.
								Тотац	633-2(
(14)	Extension of third line bet Bengal Central— turn Dum Cantenment to	-		l Noonis	ı	0.57	•	And 459.54 miles have been or are like opened to public traffic as follows:—	ly to be
(14)	Bengal-Nagpur— Cossye to Midnapore	Pattipook	er	•••	•••	2.63 }	5 50	Miles	Miles
(1)	Eastern Bengal- Chitpur Terminus	***	•••	***	•••	0.533	c.02	5' 6" gange-	21211019
(xi)	Pancheoria to the Ganges Madras— Calicut to Tellicherry	•••	•••			6 00 5	6·83 43 00	(ix) State lines worked by companies 5.50	
	Petlad-Cambay Ludhlana-Dhuri-Jakhal	•••	•••	***	***		9 25*	(x) State lines worked by the State 6.83	
(2111)	Luginans-Dunti-ousant	•••	•••	•••	***	•••	79*62	(xi) Guaranteed companies 43.00	
								(xii) Lines owned by native states and worked by companies 19.25	
	(Bengal and North-Weste	ern-						(xiii) Lines owned by native states and worked by	
. ,	Tirhoot Section— Thana Bibpur to Ba (xiv) { Assam-Bengal—		***	•••	•••	11.36		State railway agency 79.62	
	Nazira to Lakwa Burma— Nawnghkio to Hsipaw	···	•••	•••	•••	10 75 } 53•70	75'91	3' 33" gauge—	151.2
(rv)	Lastern Bengat— Teesta bridge at Kaunia a Dhatlla bridge	nd approac	hes 	•••		1.98}	6 97	(xiv) State lines worked by companies 75.81	
(xvi)	Bengal-Dooars— Mel to Chalea Dam Dim to Bagrakote	•••	•••	***	5-70 } 6-76 }	11.93}		(xv) State lines worked by the State 6.97	
	Ledo and Tikak-Margherita Margherita to Namdang	Colliery-	••• ,	•••	•••	3 00 €	14.96	(rui) Assisted community 24.00	
. <b>(1</b> vii)	Vijapur-Kalol-Kadi— Vijapur to Kalot Shoranur-Cochin—	•••	863		•••	29.60 }	91 60	(xvii) Lines owned by native	
(sviii)	Shoranur to Ernakulam   Jodhpur-Bikaner—	•••	•••	•••	•••	62.60)		states and worked by	
	Bikaner Section— Suratgarh to Bhatinda		***	. ***	***	•••	83.00	(xviii) Lines owned and worked	•
								by native states 88.00	2S:
(xix)	Naupada-Parlakimedi (2' 6")	, <b></b>	•••	•••	•••	***	25'00	Special (2' 6" and 2' 0") gauges (xix) Lines owned by native	<b>₩</b> 3'
								states and worked by companies 25.00	
				•				**************************************	
								Total	

^{*} Correction of mileage, † Excluding 2 14 miles of the Oadh and Rehilkhand State reliway between Suttanpar Road and Partabgarh stations,

Appendix A. Important documents.

documents.	No.
The total length of open line at the com-	East Indian 1,533 03 Bengal Central (a) 127(63 Bengal-Nagpur 1,547.57
mencement of 1902-1903, i.e., on the 1st April	Bengal Central (a) 127 '69   Bengal Nagpur 1,517 '57
1902, will, therefore, be 25,528.88 miles, compris-	(b) 796 25 (c) 1,542 91 (c) 1,542 91
	Godbra-Butlam Nazda (d) 13'11
ing:— Miles. Miles.	Bezwada exteosion (East Coast State) (e) 20.53 [ Lindras Rallway, North-East line (f) 510.55]
5' 6" gauge—	North-Western, luciuding reforepore-Baltings
	(ii) (ii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (iii) (i
(i) State lines worked by	Eastern Bengal 271'87 t
companies 6,542.91	i Calentia Port Commissioners'
(ii) State lines worked by the	Cuchi-Umballa Kaika (i) 162-245
State 4,397·16	Torkesanr (i) 21:23
	(iv) South Behar (Luckeererai-Gya) (178-70 (178-70 Southern Punjab (Delhi Samusata) (178-70 (1423-93 Hardwar-Deltra (4) 32 04
(iii) Guaranteed companies 1,348·32	Tapti Valley (d, 155'45)
(iv) Assisted companies 874.65	Khaugaon (6) 7 557 Amraotl (6) 5-34 Bina-t-joona-Bárán (6) 113-55]
	Bina-Boona-Baran (5) 145-50   Bhopa'-Ujjain (5) 113-27
(v) Lines owned by native	Bhopal-liarsi (Native state section) (b) 41:28 (c) The Nizam's Goaranteed State (l) 330:13 \ 723:00
states and worked by	Nagda Ujjain (d) 34/32 Petlad-Cambay
companies 723.00	Tarapur Combay (21-50)
(vi) Lines owned by native	(Kolar old-fiolds (f) 10 00)
states and worked by	(vi) Jammu and Kashmir (Native state section) (j) 107:05 (2029)
State railways agency 202.97	(1,udhiana-Uhari-Jakha) *(j) 90'00)
14,089.01	(Bengal and North-Western— Tirhoot Section *510'10)
3' 32" gauge—	Tirhoot Section
* * *	i Kniputana-Maiwa (d. n & o) 1.641:33 l
(vii) State lines worked by	Palanpur-Decsa (d) 17-23 Southern-Mahratla 1,042-04
companies 7,591.78	(vil) { Mysore section (Southern Mahratta) (p) 110:50 { (p) 296:00 } 7,591.78
(viii) State lines worked by	Date   110   110   110   110   110   110   110   110   110   110   110   110   110   110   110   110   110
the State 667.26	Assam-Bengal 589 21
	Burma   1,177.70   Shadipalli-Baletra (British section) -
(ix) Assisted companies 463.31	Shadipalli-Baletra (British section) — Shadipalli to Jodhpur froatier (r)63'05 Hyderabad-Shadipalli (r)55'10
(x) Lines owned by native	Eastern-Bengal— Northern and Behar sections including the Kaunia
states and worked by	1 Dharita 2' 6" gauge branch and British section,
eompanies 706.26	Daces section see see 85'82 ( cores
•	
(xi) Lines owned and worked	(Proghur 479) Brahmaputta-Sullanpur ((* 89 19) Mymens ngh (Jamalpur-Jagannathgan) ((183 37)
by native states 1,222.77	Rohlkund and Kumaon (Company's section) 53 92
(xii) Foreign lines 73.61	Roblishand and Kumaon (Corrany's section)
10,724.99	Ledo and Tikak-Margherita Colliery 77 50
•	Serowlie-Raxaul to (018.09)
Special (2' 6" and 2' 0") gauges—	\\ \text{Nilgiri} \\  \\ \text{(f)16'00} \\ \text{The Gackwar's Mehsana} \\  \\  \\  \\ \text{(d)03'63'} \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\  \\
/ WD 701 / 32 3 3 3	Hyderabad-Godayari Valley (e)395-23 ]
(xiii) State lines worked by	Kolhapar (p 29 07 Yesvantpar-Mysore frontier (2)51 35
eompanies 56.24	(x) { Mysore-Nanjangud (p)16-80 } 706-28
(xiv) State lines worked by the	Shoranur-Cochla "[f]01681
State 70.69	(p)37 90) [Jodhput-Bikaner (p)37 90]
(xv) Assisted companies 192.50	Udalpur-Unitor 67 30
(xv) Assisted companies 192.50	1 0 0 10 10 10 10 10 10 10 10 10 10 10 1
(xvi) Lines owned by native	Jamungor
states and worked by	(West of India Portoguese 51'11') (xii)   Pondicherry (a) 7'85 73'G1
companies 267·31	(Koraikkat-Peralam (q)14.65)
(xvii) Lines owned by native	(Atii) Bengal-Nogpor-
states and worked by	Balpur Dhamfarl branch (2' 6') 50'24 (Jorbat (2' 0") 30'25)
State railway agency 33.78	(xlv)   North Western— 70.69
	Darjeeling-Himalayao (2'0") 51'00
(xviii) Lines owned and worked	
by native states 94.36	( Panamint, Wrichmonar ( P C//)
714·SS	Tarakeshwar-Magra (2° 6")
	(The Gackwar's nabbul (2' 6") (d)78'50 (d)37'37 (2079)
Total†25,528.88	C-Wallot Mg lit 12 U ) 400 [0] 126 11 )
And the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of th	(xvii) Cooch Behar (2' 6'') (1)33'78
(a) Although for convenience classed amongst blate rallways, this line is the property	(m) Although for googgofeness glasses amount State religions, this line is the property
of the Bengal Central Railway Company. (b) Worked by the Great Indian Peninsula Railway Company.	nf the Bengal and North-Western Rallway Company.
(c) Ponhased by the State from 1st Joly 1960 and worked by the Great Iodian Penin-	nf the Bengal and North-Western Rallway Company.  (n) Including 20:28 miles of mixed (3' 6" and 3' 3' 1") gauge between Kot-Kapura and Blaininds, worked over by the North Western and Riputaua-Maiwa rallways.  (o) Excluding 2:19 miles at Ujain and 3:07 miles between Agra Last Bank and Agra
sula Railnay Company.  (d) Worked by the Bombay, Raroda and Central India Railway Company.  (d) Worked by I. J. the Sixtan's Guaranteed State Railway Company.	Canto incit taid on the s o Pappe,
(c) Worked by H. H. the Nixam's Guaranteed State Railways Comproy.  (f) Worked by the Madras Railway 1 ompany.	(p) Worked by the Southern Maharatta Railway Company.  (a) Worked by the Southern Indian Railway Company.
(7) Worked by the Madras Railway 1 ompany. io) including C12 miles of military line not used for poblic traffic, and also 23:03 miles of line between Ferozepore and Kot-Kapura transferred from Raipintana-Malwa railway.	(r) Worked by the Jodhpur-Bikaner railway,
railway. (A) Converted from 5'6" to 3' 31" gauge from 20th October 1901.	Althorga but including the length, Bara Hanki to Hurhwal, 1679 miles, and
(i) Worked by the East Indian Railway Campany, (i) Worked by the North Western State Ballnay.	the Regen over campore bridge, o so mite, laid on a mixed gauge,
4) Worked by the Oudh and Robilkhand State Railway.	(c) Worked by the Bengal and Ninth-Western Railway Company.
orditary public traffic.	(r) Worked by the Assern Railways and Trading Company. (e) Worked by the Bengal and Nnth-Western Railway Company. (c) Worked by the Bengal and Nnth-Western Railway Company. (c) Including 4:30 miles of Bhavnagar Dock estates and Jungaad quarry line (z) Worked by the tharnagar-Gondal-Junagad-Porbandar Railway. (y) Including 3:99 miles of Bedi Bandar Dock estate siding.
<ul> <li>Correction of mileage.</li> <li>Made up as follows:—</li> </ul>	(y) Including 3 99 miles of Bedi Bandar Dock estate siding.
Open at the commencement of 1901-1902	25,072-46
Stan - obened cutting topt-1904 ***	95 521 00

25 256·cd

Deduct-Decrease due to correction of mileage

ş

•					uocuments			
,	East Indian—  Shikohabad to Farukbabad (a)67:36  Barun to Daifonganj (5)78:00  Sitarampur to Domolani 0:00  Katrasgarh to Khanoodih 780  Jiterrich to Dhanbald 3775  Tosra siding 175	(a)67·36 (b)78·00 (c)00 7 80 3·75	Miles.	Miles.	And the mileage under construction or sanctioned for construction on the 31st March 1902 will be 2,284 27 miles made up as follows:—			
	Northern half of the Mulkeera— Kairosgarh'eross connection	0.51		•	Miles. Miles			
(1)	Ramkānali to Nodeeha in the Chowrassie 9:4 coal fields. Bojudhih to Harlharpur (0)27:9 Bujudhih to Parthadhi 1:4 Bajudih to Mhoda, including Bhagaf connection 21.3	(0)27 ⁻ 90 1·45 21 36	- 176·70 (a) 121·16	464-01	5' 6" gauge— (i) State lines worked by companies 464.91			
	Bhowra siding Southern half of the Mulkeera-Katrasgar eross connection	0.71.			(ii) State lines worked by the State 146.07			
	(Norih Wesiern— j Jech Doab line—				(iii) Guaranteed companies 94.70			
<b>(</b> i1)	Mulakwal to the Karana hills Oodh ond Rohikhand— Aliahohad to Fyzabad	4++	91.67 51.67	146.07	(iv) Assisted companies 0.79			
(iii)	Madras - Tellicherry to Mangalore	***	•••	(8)0170	3' 33" gauge—			
(i <b>†</b> )	Bouiliern Punjob ( <i>Delki-Samasoto</i> )— Delhi Brewery to Delhi	•••		0.78	(v) State lines worked by companies 739.02			
<del></del>	Dengal and North Wesiern—				(vi) State lines worked by the			
	Tirhoot section— Sakri to Jainagar Company's section—	(a)30·47}	1		State 36.85			
	Ganges Gogro Doab lines— Azamenrh to Shahganj Bailia to (iliazipor	(9)31.81 }	220·70 6·96		(vii) Assisted companies 111:46			
•	jputana-Malwa – Rewari-Phulera Chord Rewari-Phulera Chord Anno Barelily accion (Robilk und and Kumaon— Dudwa to Mohan river	133·32 on—			(viii) Lines owned by native states and worked by companies 70·14			
(r)	South Indian —  Madura to Tonl Toral  Thenevelly Quilion (Travancore) branch (Britchs section)  Mayayarani-Mutupet —	(81.33)	141.00	739.02	(ix) Lines owned and worked by native states 72 85			
	Mulupet to Araniangl		6)45:39		<del></del>			
	Lakwa to Tinsukia	(8155 00 )	150 93		Special (2' 6" and 2' 0") gauges-			
/=I\	Hispaw to Lashlo Basseln vid Henzada to Letpadan  Eastern Bengal—	(9)114·40 } (c)51·00 }	165-10}		(x) State lines worked by companies 252.67			
(11)	Moghalhat to Dhubri	•••	•••	(d)36.82	(xi) State lines worked by the			
	Bengal Doore— Chaisa to Hantupara Voakhali Bengui—	***	30 00		State 88·12			
(vii)·	Lakesm rid Noakhall to Iehahhali Sabarmotl Dholks— Sabarmatl to Dholka	•••	33.46	111-46	(xii) Assisted companies 119 00			
(~!:I\	Vijapur-Kalol-Kadi— Kaiol to Kadi Tinnevelly-Quilon (Travancore) branch (Nativo S		1220}	70-13	(xiii) Lines owned by native States and worked by com-			
	Jaipor— Sanganer to Siwai-Madhopur	***	•••	72 85	panies 87·69			
(xl	Bengal-Nagpur-			940 A-	TOTAL 2,284·2'			
1-22	Juhbulpore Goudia and branches (2'6") ·	444	***	<b>2</b> 52 G7	27.7 /			
(II)	North Western— Khushalgari, Kohat-Thal (2' 6")  Barsi Light (2' 6")—	***	•••	88.12	Making a grand total of railway completed and in hand at the commencement of 1902-1903 of miles 27,813,15			
(xii)	Barsi Boad Junction to Pandharpur (a) Barsi Town to Tadwaia Kalka-Simia (2' 0")	& (b)31.00 } 25.00 } 	€0 00 (3) (00 00(3)	110.00	And showing, after allowing for			
(xiii)	Rewath (2' 6")— Rewath to Status Gwallor Light (2' 0")— Gwallor to Sahulgarh	(	4) ^{31.81} }	87 69	corrections of mileage, an advance on the previous year of miles 595.25			
	(a) Commencement of work not yet authorized.							

(a) Commencement of work not yet anthorized.

(b) Correction of mileage.
(c) The postuou of the Mandalay-Knulon railwoy from Lashio to the right bank of the Salween river, 53'02 miles has been abandoned.

(d) Excluding 12.23 miles of the Kaunin-Mogholhat section, 2' 8" gouge, converted to the 3' 31" gauge,

Mides up as follows:

Completed and in hand of the beginning of 1901-1902 ... ... 27,217 90

Sanctioned Juring 1901-1902 ... ... ... 27,217 10 27,851 10

Add— Farial imedi Light railway originally treoted as a tramway ... 25.00 27,876:10

-53.02 27,823 08 —9 93 Decrease due to corrections of mileage ...

27,813 15

# Appendix A-concluded.

Appendix A. Important documents.

documents.			
It is expected that the followin unfinished line will be opened for p in 1902-1903.		East Indian—	Miles. Miles. Miles 78 69
		Midnaporé to Bujudih	111.29 123.87
5' 6" gauge—	Miles. Miles.	(ii) Madras— Tellicherry to Azhikal	17:00
(i) State lines worked by com-	209:46	(iii) Southern Punjob — Delhi Brewery to Delhi	0 70
panies 2 (ii) Guaranteed companies	203 40 . 17·00	(Lucknow-Berelliy section (Bohlikund and Kums	on)—
(iii) Assisted companies	0.79	Dudwa to the Mohan river South Indian— Yadura to Toni Toral Tuny velly-Quilon (Travancore) branch	51.33
9/ 23//	227:25	(iv) Trans cells to Shencotta	50-33
3' 3' gauge—  (iv) State lines worked by companies 4	45 l·23	Mutupt to Arentongi At-am Bengal— Domeh tra to Lunding Burma—	45:39
(v) State lines worked by the		Hassein rid llenzada to Lelpadan	111.10} 162.10
State	26.85	(r) Eastern-Bengal- Mozinalhat to Dhubri	36.83
(vi) Assisted companies	72.46	(vi) Bengal-Dogars— Chalsa to Enatupara Sabarmati-Dholka—	39.00} 72.46
(vii) Lines owned by native States and worked by	40.00	C Sabarmati to Dholka	33 16 }
eompanies	40.22	(vil) { Vijapur-Kalol-Kadi - Kalol to Kadi Tinnevelly-Quilon (Travancore) branch (	(Native state 12.20) 40.22
Special (2' 6" and 2' 0") gauges-		(section)	25.03)
(viii) State lines worked by the State	30.00	(viii) North Western—	30 00.
~	30.00		
TOTAL	861.01	East Indian— Shikohabed to Farul habed Ketrasgarh to Khanoodih Jherrigh to Dhambad	67·30 7·80 3·75 3·75
Leaving the undermentioned li	ines for com-	Te-ra siding Northern half of the Mu kecra-Katrasgath connection (ix) { Bengal-Nacput	C7059 0.71
pletion in 1903-1904 or later:	,	Bejudih to Haribarpur Buyudih to Pathardibi Pujudih to Whode, including Blega connecti	27 007 1-45 on 21:36   52 02
5' 6' gange—	Miles. Miles.	Bhowr sailing   Southern helf of the Mulkern-Katrosgarh connection	1.00 52 02 02 03 03 03 03 03 03 03 03 03 03 03 03 03
(ix) State lines worked by	255·45	(North-Western—	121 10 J
(x) State, lines worked by the	146.07	(x) Halt wal to the Karana hills  Malt wal to the Karana hills  Ondi, and Robits hand—  Allahabad to F ₃ zabad	51.10
(xi) Guaranteed companies	77.70	(xi) Madras- Azhikal to Mangalore	77.70
•	479.22		
3' 33" gauge— (xii) State lines worked by		Pengal and North-Western— Turboot section—	
	281.79	Sakri to Jainngar Company's section— Ganges Gegra Doab lines—	30·47] }. 96·47]
(xiii) Assisted companies	39.03	(xii) { Arimgarli to Fhahganj Ralliz to Ghazipur Rajputana-Nalwa—	31.10) } 291.70
(xiv) Lines owned by native States and worked by	•	Rewari Phulera Chord Assam-Bengal— Lakua to Finsukit	65 00
companies	29.92	(xii) Noakhali (Bengal)— Laksam vid Noakhali to Ichakhali	70.00
(xv) Lines owned and worked by Native states	72·85	(xiv) Snoth Indian -	39 00
•	426.56	Tinnevelly-Quilon (Travancore) branch (Nati	ve state section) 29 93
Special (2' 6" and 2' 0") gauges— (xvi) State lines worked by		(xr) Jaipur— Sanganer to Sivai-Madhopur	72 3
	252.67	7-72 D and No. 10 (10 T)	
(xvii) State lines worked by the State	58.12	(xvi) Brigal-Naggur (2' 6") — Jubbulpur-Condia and branches	252.67
	119.00	(xv.) North-Western (2'6")— Kushrigarh-Kobat-Thal— Kohat to Thal	5812
(xix) Lines owned by native		Barsi Light (2' 0")—	{
States and worked by companies	87.69	Barsi Road Junction to Pandharpur   (xviii)	25 00 } 59 07 } 119 Cc
	517:48	Kalka to Simla	· 60 60)
Тотаг	1,423.26	(xiv) Rewah (2'0") Rewah to Sulva	31'91 } 67 67.
-	•	• • • • • • • • • • • • • • • • • • • •	

